

City of Kelowna

Regular Council Meeting

AGENDA



Monday, March 16, 2020
1:30 pm
Council Chamber
City Hall, 1435 Water Street

Pages

1. Call to Order

I would like to acknowledge that we are gathered today on the traditional, ancestral, unceded territory of the syilx/Okanagan people.

This meeting is open to the public and all representations to Council form part of the public record. A live audio and video feed is being broadcast and recorded by CastaNet and a delayed broadcast is shown on Shaw Cable.

2. Confirmation of Minutes

4 - 8

PM Meeting - March 9, 2020

3. Report

3.1 RCMP Report to Council, Year End 2019

9 - 37

To provide Council with an update on the activities of the RCMP and on progress toward goals and outcomes in the 2016-2019 Crime Reduction Strategy.

4. Committee Report

4.1 45th Annual Civic and Community Awards Finalist Announcement

38 - 39

To announce the 45th Annual Civic & Community Awards Finalists.

5. Development Application Reports & Related Bylaws

5.1 Radant Rd 575 Z18-0063 (BL11698) - Extension

40 - 41

To extend the deadline for adoption of Rezoning Bylaw No. 11698 to December 4, 2020

6. Non-Development Reports & Related Bylaws

6.1 OCP 2040 Revised Draft Land Use Plan and Project Update 42 - 82

For Council to receive the refined draft Future Land Use Map for the purposes of commencing the detailed Servicing Analysis associated with the 20 Year Servicing Plan update.

6.2 20-Year Servicing Plan Update 83 - 105

To introduce infrastructure cost models for parks, transportation and utilities to service the 2040 Growth Scenario and to provide an overview for the discussion for future reports that will facilitate Councils input for the appropriate infrastructure servicing strategy.

6.3 Downtown Kelowna Association - BIA - 2020 Budget 106 - 127

To authorize the 2020 levy on Class 5 light industry and Class 6 business/other properties located within the Kelowna Downtown Business Improvement Area.

6.4 URBA - BIA - 2020 Budget 128 - 143

To authorize the 2020 levy on Class 5 light industry and Class 6 business/other properties located within the Uptown Rutland Business Improvement Area.

6.5 Transit 2019-2020 Amended Annual Operating Agreement 144 - 167

To receive Council approval for Amendment #1 to the 2019/2020 Transit Annual Operating Agreement.

6.6 Application for an Infrastructure ICIP Grant - Kelowna Septic System Elimination and Sewer Connection Project 168 - 170

To consider staff's recommendation to apply for the second program intake of the Investing in Canada Infrastructure Program - Green Infrastructure Environmental Quality Program.

6.7 June Springs Rd 4370 - Water Servicing 171 - 173

To request a resolution granting consent from the RDCO to supply water to 4370 June Springs Road from the South East Kelowna Water Local Area Service.

7. Bylaws for Adoption (Non-Development Related)

7.1 Stewart Road West, BL12000 (RN18-0002) - City of Kelowna 174 - 175

To adopt Bylaw No. 12000 in order to rename a Section of Saucier Road to Stewart Road West.

8. Mayor and Councillor Items

9. Termination



City of Kelowna Regular Council Meeting Minutes

Date: Monday, March 9, 2020
Location: Council Chamber
City Hall, 1435 Water Street

Members Present Mayor Colin Basran, Councillors Maxine DeHart, Ryan Donn, Gail Given, Charlie Hodge, Brad Sieben, Mohini Singh, Luke Stack and Loyal Wooldridge

Staff Present City Manager, Doug Gilchrist; Deputy City Clerk, Laura Bentley, Director, Planning & Development Services, Ryan Smith; Strategic Transportation Planning Manager, Mariah VanZerr*; Transportation Planner, Cameron Noonan*; Integrated Transportation Department Manager, Rafael Villarreal Pacheco*; Parks & Buildings Planning Manager, Robert Parlane*; Acting Urban Planning Manager, James Moore*; Acting Manager, Ross Soward*; Policy & Planning Department Manager, Danielle Noble-Brandt*; Acting Manager, Michelle Kam*; Planner, Tyler Caswell*; Real Estate Services Manager, Mike Olson*; Legislative Coordinator (Confidential), Clint McKenzie

(* Denotes partial attendance)

1. Call to Order

Mayor Basran called the meeting to order at 1:35 p.m.

Mayor Basran advised that the meeting is open to the public and all representations to Council form part of the public record. A live audio and video feed is being broadcast and recorded by CastaNet and a delayed broadcast is shown on Shaw Cable.

2. Confirmation of Minutes

Moved By Councillor Hodge/Seconded By Councillor Wooldridge

R0189/20/03/09 THAT the Minutes of the Regular Meetings of March 2, 2020 be confirmed as circulated.

Carried

3. Development Application Reports & Related Bylaws

3.1 Dilworth 1525, TA20-0003 and Z20-0003, WGP-236 Holdings Ltd., Inc. No BCo656353

Councillor Sieben declared a conflict of interest as he provides insurance for the applicant's agent and left the meeting at 1:36 pm.

Staff:

- Displayed a PowerPoint Presentation summarizing the application and providing rationale for non-support and responded to questions from Council.

The Mayor invited the Applicant or Applicant's Representative to come forward.

David Moore co-owner of Mojo Cannabis, Royal Pine Drive:

- Provided an overview on the walking and drive distances from door to door from the nearest retail cannabis store.
- Confirmed 82 letters of support.
- Provided an overview of the application and why rezoning is appropriate for the site.

Staff:

- Responded to questions from Council.
- Reviewed the retail cannabis application process with Council.

Moved By Councillor Stack/Seconded By Councillor DeHart

R0190/20/03/09 THAT Zoning Bylaw Text Amendment Application No. TA20-0003 to amend the City of Kelowna Zoning Bylaw as outlined in the Report from Development Planning Department dated March 9, 2020 for Lot B, District Lots 125 and 531 Osoyoos Division Yale District Plan KAP46845, located at 1525 Dilworth Dr, Kelowna, BC NOT be considered by Council;
AND THAT Rezoning Application No. Z20-0003 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot B, District Lots 125 and 531 Osoyoos Division Yale District Plan KAP46845, located at 1525 Dilworth Dr, Kelowna, BC NOT be considered by Council.

Carried

Mayor Basran, Councillor Hodge - Opposed

Councillor Sieben returned to the meeting at 2:05 p.m.

4. Bylaws for Adoption (Development Related)

4.1 Hartman Rd 280 and Maygard Rd 940, BL11597 (Z18-0001) - JE Holdings Inc Inc No Co561382

Moved By Councillor Donn/Seconded By Councillor Stack

R0191/20/03/09 THAT Bylaw No. 11597 be adopted.

Carried

4.2 Byrns Rd 2089, BL11810 (OCP18-0018) - Mohammed Maizal Munif

Moved By Councillor Donn/Seconded By Councillor Stack

R0192/20/03/09 THAT Bylaw No. 11810 be adopted.

Carried

4.3 Byrns Rd 2089, BL11811 (Z18-0094) - Mohammed Maizal Munif

Moved By Councillor Donn/Seconded By Councillor DeHart

R0193/20/03/09 THAT Bylaw No. 11811 be adopted.

Carried

4.4 Hunter Rd 2280-2290, BL11964 (LUC19-0003) - Hillahan Holdings Inc. & Go West Investments Inc.

Moved By Councillor Donn/Seconded By Councillor Dehart

R0194/20/03/09 THAT Bylaw No. 11964 be adopted.

Carried

4.5 Hunter Rd 2280-2290, BL11965 (Z19-0111) - Hillahan Holdings Inc. & Go West Investments Inc.

Moved By Councillor Hodge/Seconded By Councillor Singh

R0195/20/03/09 THAT Bylaw No. 11965 be adopted.

Carried

4.6 Cadder Ave 338, BL11987 (Z19-0120) - Daniel Konrad

Moved By Councillor Hodge/Seconded By Councillor Singh

R0196/20/03/09 THAT Bylaw No. 11987 be adopted.

Carried

5. Non-Development Reports & Related Bylaws

5.1 TMP Phase 3 Engagement Summary

Staff:

- Displayed a PowerPoint Presentation outlining the results of the Transportation Master Plan Phase 3 Public Engagement activities and online budget allocator exercise and responded to questions from Council.

Moved By Councillor Donn/Seconded By Councillor Singh

R0197/20/03/09 THAT Council receives, for information, the report from the Integrated Transportation Department dated March 9, 2020, with respect to the Transportation Master Plan – Phase 3 Public Engagement Summary.

Carried

5.2 2040 OCP Parks & Open Spaces Strategies

Staff:

- Displayed a PowerPoint Presentation outlining the role that parks play in supporting the 2040 OCP growth scenario and providing context to the 20 Year Financial Plan and Future Land Use Planning.
- Responded to questions from Council.
- Clarified what is included in calculations.

Moved By Councillor Given/Seconded By Councillor Sieben

R0198/20/03/09 THAT, Council receives for information the Report from the Parks & Buildings Planner Specialist, dated March 9, 2020, providing an overview of the key considerations and strategies needed to deliver future parks in response to the endorsed 2040 Official Community Plan Growth Scenario;

Carried

5.3 Annual Housing Report

Staff:

- Displayed a PowerPoint Presentation outlining the monitoring and the performance of the rental and ownership housing markets of the previous year and responded to questions from Council.

Moved By Councillor Stack/Seconded By Councillor Wooldridge

R0199/20/03/09 THAT Council receives, for information, the report from the Acting Manager Long Range Policy Planning dated March 9, 2020, with respect to Kelowna's Annual Housing Report.

Carried

5.4 Healthy Housing Strategy Update

Staff:

- Displayed a PowerPoint Presentation summarizing the Healthy Housing Strategy implementation actions and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Singh

R0200/20/03/09 THAT Council receive for information, the report from Policy & Planning dated March 9, 2020, with respect to the Healthy Housing Strategy Update.

Carried

5.5 Stewart Road West, RN18-0002 (BL12000) - City of Kelowna

Staff:

- Displayed a PowerPoint Presentation providing rationale for the road naming change and responded to questions from Council.

Moved By Councillor Given/Seconded By Councillor DeHart

R0201/20/03/09 THAT Council receives for information the Report from the Planner dated March 9th, 2020 for the purpose of renaming sections of Saucier Road to Stewart Road West as shown on Map "A" as attached to and forming part of the Report from the Development Planning Department dated March 9th, 2020;

AND THAT Council gives reading consideration to Bylaw No.12000 "Renaming of a Section of Saucier Road to Stewart Road West Name Change Bylaw".

Carried

5.6 Stewart Road West, BL12000 (RN18-0002) - City of Kelowna

Moved By Councillor Wooldridge/Seconded By Councillor Given

R0202/20/03/09 THAT Bylaw No. 12000 be read a first, second and third time.

Carried

6. Bylaws for Adoption (Non-Development Related)

6.1 650 Cawston Avenue, BL11967 Road Closure Bylaw

Moved By Councillor Given/Seconded By Councillor Wooldridge

R0203/20/03/09 THAT Bylaw No. 11967 be adopted.

Carried

7. Mayor and Councillor Items

Councillor DeHart:

- Allistair Waters - has left the Capital News
- International Womens Day was March 8th

Councillor Sieben:

- Kudos to local basketball teams KSS Owls for finishing second in the province

Councillor Singh:

- Bollywood evening attended
- Toyota firefighter fundraiser received Guinness Record and raised \$8000

Councillor Wooldridge:

- UBCO event with B.C. Lieutenant Governor Austin
- Bollywood Gala at the Laurel in support of the YMCA
- Judging Lady of the Lake

8. Termination

This meeting was declared terminated at 4:30 p.m.

Mayor Basran

Deputy City Clerk

/cm

Date: March 16, 2020
File: 0100-01
To: City Manager
From: Brent Mundle, Superintendent Kelowna RCMP Detachment
Subject: RCMP Report to Council, Year End 2019

Recommendation:

That Council receive the RCMP Update report from the Superintendent, Kelowna RCMP Detachment dated March 16, 2020.

Purpose:

To provide Council with an update on the activities of the RCMP and on progress toward goals and outcomes in the 2016-2019 Crime Reduction Strategy.

Background:

The 2016-2019 Crime Reduction Strategy consisted of four main goals, each with multiple strategies within. The four goals included:

1. Taking a proactive approach to crime;
2. To work with partner agencies for more effective policing;
3. To maximize the effectiveness of resources using an intelligence-led model;
4. Leveraging effective communications

Taking a proactive approach to crime

Serving Kelowna's ever-growing community, now at 133,800 residents, the RCMP Kelowna detachment has a diverse number of specialized units to address the range of complex, dynamic and evolving crime and safety issues the community is experiencing.

In 2019, proactive policing initiatives have focused on targeting street level drug activity, foot patrols, traffic enforcement and crime prevention initiatives.

The Street Enforcement Unit, Target Team and Drug Unit continues to proactively target drug activity and prolific offenders: several investigations resulted in the seizure of cocaine, heroin, fentanyl & methamphetamines. The Target Team alone in the fourth quarter of 2019 conducted investigations which resulted in over 100 charges against several prolific offenders and the recovery of stolen vehicles, firearms and other property.

The Street Level Drug Trafficking Project initiated in May of 2019 has resulted in 113 charges against 73 individuals as of Jan. 11, 2020.

In summary, these teams are effectively targeting the removal of drugs, firearms and prolific and dangerous offenders from Kelowna streets through complex, coordinated and precise investigations.

The Serious Crime Unit teams' investigations have resulted in the recent arrest and charges in the 2019 Beauregard homicide case. In 2019 the team secured a conviction in the 2014 Ausman homicide, sentencing in the 2017 Forman triple homicide and an arrest in the 2018 Carriere homicide. These complex investigations require significant resourcing to meet charge thresholds and to move through the courts.

The downtown core and other business/shopping districts continue to be a focus for officers for crime reduction and to help residents feel safe. A new Foot Patrol Team established in October is staffed by two dedicated officers to enhance RCMP visibility downtown and address safety issues. An expansion of the team is planned in 2020 with the additional resources approved in the 2020 Budget. Complementing the foot patrols is the four-officer RCMP Bike Patrol teams, which will resume on April 1.

The Traffic Services unit conducted 342 impaired driving investigations during the year – these stemmed from a combination of proactive police checkpoints and complaint calls received. The unit also issued 582 tickets for distracted driving. Seven members of the Traffic Services unit made Team Alexa for 2019: a provincial program that recognizes police officers who make an extraordinary contribution to reducing the number of impaired drivers on our roadways. Six fatal collisions were investigated.

We all have a role to play in crime prevention and the proactive Crime Prevention Team has been engaging with the community for collaborative opportunities by: conducting 31 block watch presentations, 17 crime prevention presentations, 20 bike registration events and attending 85 business meetings in 2019. In addition, RCMP volunteers contributed more than 8,500 hours to support active RCMP and promote community safety in 2019, while the Auxiliary Constables worked 2,067 hours to assist with Drug Abuse Resistance Education (DARE) presentations in schools, urban patrols, traffic control & community events.

To work with partner agencies for more effective policing

The RCMP continues to partner with the Child Advocacy Center (CAC) in Kelowna, which officially opened Jan. 20, 2020. There are four dedicated RCMP officers embedded in the centre who collaborate with other social and health support workers to support children in cases of child abuse and neglect (youth 10 and under).

The Kelowna Outreach and Support Table (KOaSt) consists of approximately 12 partner agencies who meet weekly to support individuals who are at immediate risk of crisis. In 2019: 67 referrals were made; 23 originating from the RCMP.

A second officer was added in October to expand the successful Police and Crisis Team (PACT) to seven days a week coverage. Most clients were between the ages of 25-64 with the youngest being 8 years old. The admission rate was 87.5% to Kelowna General Hospital (KGH). PACT diverted 176 clients from KGH to other community health and social support agencies

In partnership with the City of Kelowna, Downtown Kelowna Association and RCMP, a pilot CCTV registry program was launched to help save time in the initial stages of an investigation. The voluntary program specifies the location of business security cameras in the downtown core that officers can canvas to obtain video footage when a crime is suspected of having occurred.

The Central Okanagan Crime Stoppers received 1,341 tips in 2019 which led to 76 arrests, including 58 fugitives. Crime Stoppers publicizes crime maps, mug shots (on Global) as well as Kelowna's most wanted. They identified three suspects responsible for graffiti in the Bag a Tagger initiative, leading to two suspects currently facing charges.

The Prolific Offender Monitoring Program participants include Crown, Probation, Bail Supervisors, Parole, Corrections, the Target Team, and both the West Kelowna and Lake Country detachments. They meet once per month and currently monitor 39 prolific property crime & nuisance offenders.

In partnership with Crime Prevention and the John Howard Society, the Restorative Justice program saw an increase to 138 adult referrals in 2019, compared to 57 in 2018. Youth referrals also rose to 90 in 2019, compared to 65 in 2018. The program diverts youth and first-time offenders from the court system, helping reduce backlog. It also has shown success in reducing the likelihood of re-offending and redirecting the individual away from a path of crime.

The Kelowna detachment partnered with the City and multiple safety, health and social agencies during the December Emergency Winter Shelter implementation at two dedicated sites in Kelowna's North End. Dedicated resources facilitated the implementation, function and security at these emergency sites and they also supported our most vulnerable population group during the sub-zero temperature stretch.

To maximize the effectiveness of resources using an intelligence-led model

Kelowna continues to be one of Canada's fastest growing regions and is increasingly facing the pressures of social issues, crime and safety noted as citizens' top issues in the 2018 Citizen Survey.

While a bigger need exists to meet community challenges, the new positions added to the Community Safety Unit (CSU) in 2019 are a good start and include two permanent foot patrol officers who started in October and two additional CSU positions. The seven new RCMP Members approved in the 2019 budget have been hired and are in operation.

Kelowna Detachment Investigative Services has been re-organized to include a General Investigations Support Team (GIST), Sex Assault Unit and Robbery Unit.

A comprehensive review by the RCMP National Headquarters Sexual Assault Review Team (SART) of Kelowna sexual assault files from 2018 and 2019 was conducted last year. The review found that 29 files were incorrectly scored, and 12 files have been recommended for further investigation. The new Sex Assault Unit will be responsible for reviewing all sexual assault files to ensure all investigations are consistent, complete, accurately documented, trauma-informed and scored correctly. This team will provide Kelowna Detachment with in-house expertise in sexual assault and investigative best practices, including bias awareness. These members will work closely with community partners such as the Elizabeth Fry Society and Crown Counsel, our Domestic Violence Unit and the new Kelowna Child Advocacy Centre (CAC).

To alleviate the deployment of officers to non-emergency calls, the Online Crime Reporting (OCR) tool went live on June 26. There were 322 incidents reported to the OCR in 2019. OCR allows reporting of non-emergency complaints to be made online, rather than deploying an officer. The community can access the OCR via the RCMP website, at kelowna.ca/police and is a quick access button on the kelowna.ca homepage. The goal for 2020 is to increase public awareness and use of the OCR tool.

The Critical Incident Stress Management Team (CISM) provides peer support and assistance with critical incident debriefs: 20 RCMP & Municipal staff were trained last fall and will be provided ASSIST (Applied Suicide Intervention Training).

CompStat meetings with partners and stakeholders are held monthly and highlight criminally active offenders for targeted enforcement. Identified offenders are assigned to specific units and/or general duty members for investigation, which results in targeted individuals being apprehended at a higher rate.

Leveraging effective communications

The new Kelowna detachment Media Relations Officer, Cpl. Jocelyn Noseworthy took over MRO duties after Cpl. Jesse O'Donaghey accepted a position at Southeast District. Kelowna produced 211 media releases in 2019. Proactive releases included special events, fraud awareness, and traffic safety.

Throughout the last quarter of 2019, officers participated in a variety of community events including: Bring Your Kids to Work Day, Christmas Cheer Campaign, Salvation Army Christmas Drive, a charity volleyball game with OKM, Cram the Cruiser, and Remembrance Day Celebrations throughout the Southeast District.

Upcoming events in 2020 include: Police Motorcycle User Course, Slow Down Move Over Campaign, the RCMP Jean MInguay Memorial Youth Academy and the Canadian Police Canine Association Competition.

Internal Circulation:

S. Jackson, Police Services Manager
C. Cornock, Crime Prevention Supervisor
D. Caul, Director of Community Safety
A. Bazett, Communications Consultant
T. Wilson, Media Relations Manager

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Financial/Budgetary Considerations:

Personnel Implications :

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

Submitted by:

B. Mundle, Superintendent Kelowna RCMP Detachment

Approved for inclusion:



Joe Creron, Deputy City Manager, Operations

CITY COUNCIL PRESENTATION

March 16, 2020



**Officer In Charge
Supt. Brent Mundle
Kelowna RCMP**

Crime Reduction Strategy

GOAL #1

PREVENT CRIME BEFORE IT OCCURS THROUGH A PROACTIVE APPROACH

GOAL #2

TO WORK WITH PARTNER AGENCIES FOR MORE EFFECTIVE POLICING

GOAL #3

TO MAXIMIZE THE EFFECTIVENESS OF RESOURCES USING AN
INTELLIGENCE-LED MODEL

GOAL #4

TO EFFECTIVELY COMMUNICATE PUBLIC SAFETY

GOAL #1

TAKING A PROACTIVE APPROACH TO CRIME

- ❖ Traffic Initiatives
- ❖ Community Policing Update
- ❖ Foot Patrol Team



GOAL #1

TAKING A PROACTIVE APPROACH TO CRIME (CONT'D)

Significant Investigations

- Community Safety Unit;
- Street Enforcement Team / Target Team / Drug Unit;
- General Investigation Section;
- Serious Crime Unit

GOAL #2

TO WORK WITH PARTNER AGENCIES FOR MORE EFFECTIVE POLICING

- ❖ Child Advocacy Center (CAC)
- ❖ Kelowna Outreach & Support Table (KOaST)
- ❖ Police and Crisis Team (PACT)
- ❖ CCTV Camera Registry Pilot
- ❖ Central Okanagan Crime Stoppers

GOAL #2

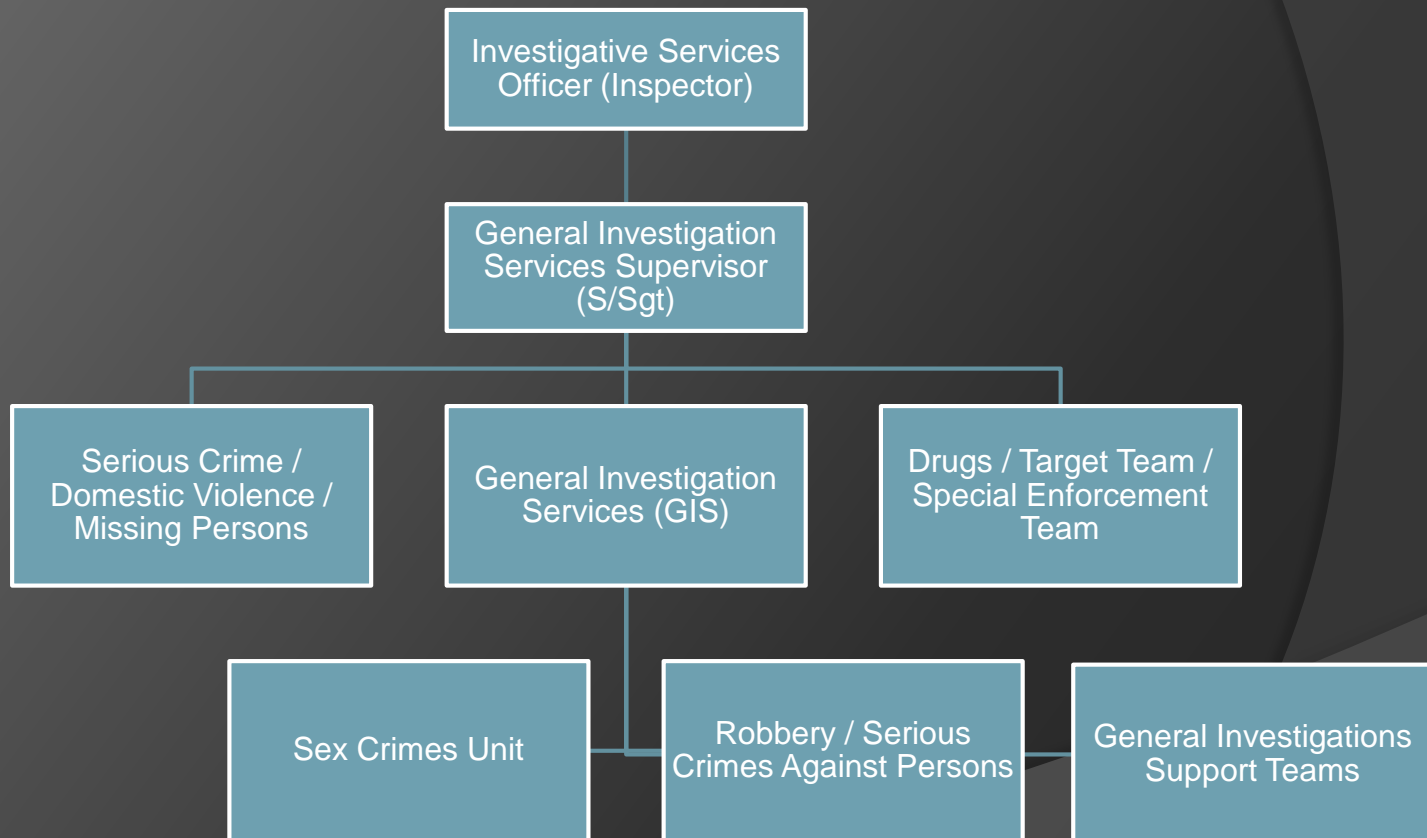
TO WORK WITH PARTNER AGENCIES FOR MORE EFFECTIVE POLICING

- ❖ Prolific Offender Monitoring Program
- ❖ Restorative Justice
- ❖ Property Standard Compliance Team
- ❖ Temporary Overnight Sheltering

GOAL #3

TO MAXIMIZE THE EFFECTIVENESS OF RESOURCES USING AN INTELLIGENCE-LED MODEL

❖ Investigative Services Re-Organization



GOAL #3

TO MAXIMIZE THE EFFECTIVENESS OF RESOURCES USING AN INTELLIGENCE-LED MODEL

❖ New Resource Deployment

- 6 Community Safety Unit (incl. 2 additional foot patrol)
- 4 General Investigation Support Team (GIST)
- 1 School Resource Officer

❖ On-Line Crime Reporting Tool

❖ Critical Incident Stress Management Team

GOAL #3

TO MAXIMIZE THE EFFECTIVENESS OF RESOURCES USING AN INTELLIGENCE-LED MODEL (CONT'D)

❖ COMPSTAT

- Monthly meetings with partners and stakeholders;
- Highlights criminally active offenders for targeted enforcement during specific periods;
- Identified offenders are assigned to specific units and /or general duty for enforcement;
- These efforts result in targeted individuals being apprehended at a higher rate.

Offender Management

For the purposes of targeted enforcement, Kelowna detachment differentiates individuals who tend to drive crime statistics.

- **Priority Offender – targeted in Compstat periods**
 - individuals who may not show up statistically in a negative contact frequency count, who are identified by current intelligence to be criminally active.
- **Prolific Offenders - targeted by Target Team/ Community Safety Unit**
 - Individuals with an established pattern of persistent of Criminal Code or CDSA offences who are identified by current intelligence to be criminally active; and assessed by police and partner agencies as medium to high risk to re-offend.
- **Chronic Offenders – targeted by Community Safety Unit**
 - individuals are heavy consumers of police time (e.g. vagrancy, public intoxication, cause disturbance), but not typically due to criminal behaviour. They may be dealing with addiction or mental health issues and are best dealt with in a multi-agency case management approach.

GOAL #4

LEVERAGING EFFECTIVE COMMUNICATIONS

❖ New Media Relations Officer

❖ Community Relations

- Bring Your Kids to Work Day;
- Christmas Cheer Campaign;
- Salvation Army Christmas Donations;
- Charity Volleyball Game with OKM;
- Cram the Cruiser...



GOAL #4

LEVERAGING EFFECTIVE COMMUNICATIONS (CONT'D)

Community Relations



Salvation Army Donations

Christmas Cheer Crew



GOAL #4

LEVERAGING EFFECTIVE COMMUNICATIONS (CONT'D)

Community Relations



Remembrance Day
Celebrations - Rutland

Pink Shirt Day



GOAL #4

LEVERAGING EFFECTIVE COMMUNICATIONS CONT'D)

Community Relations

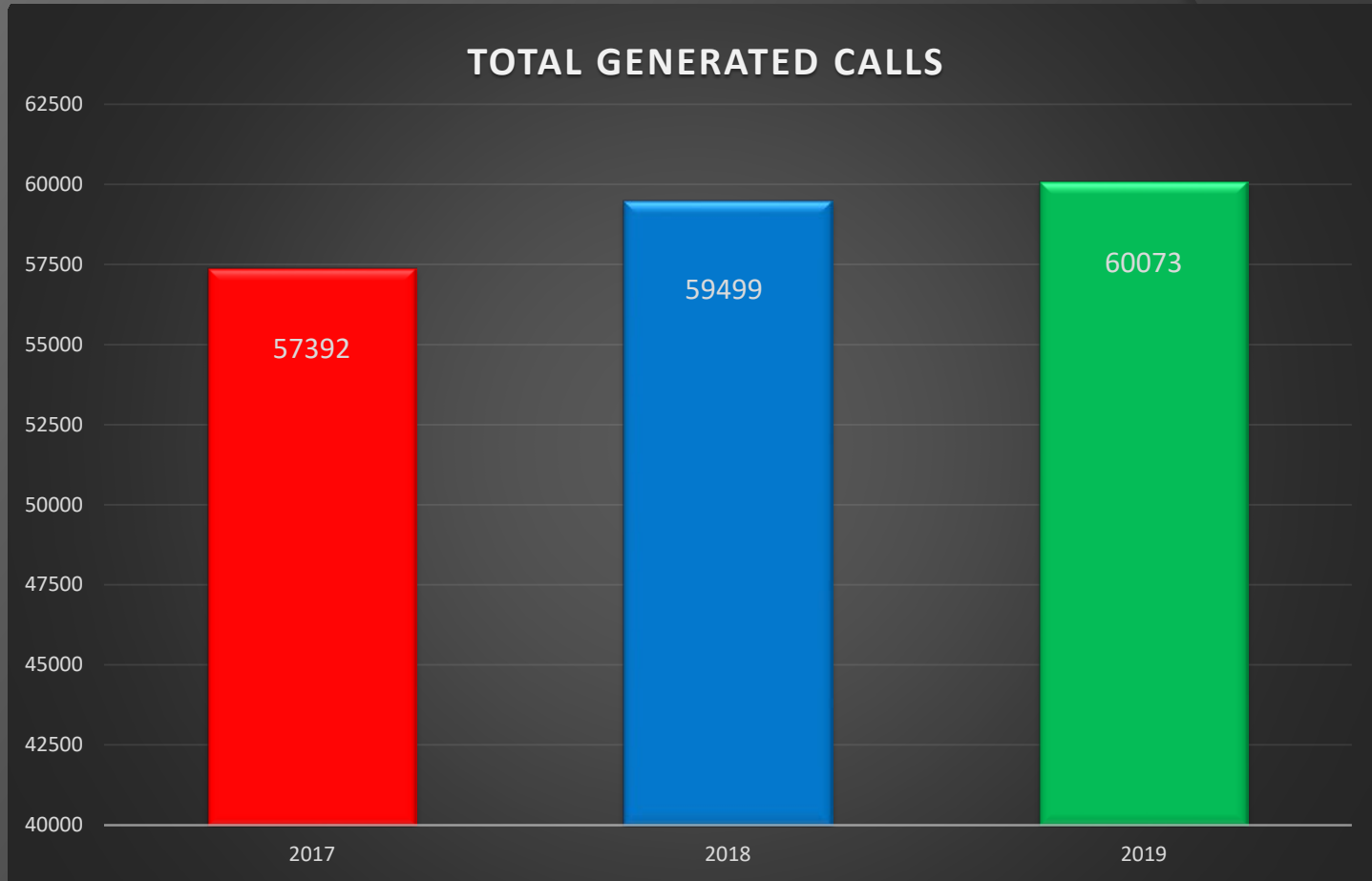
❖ Upcoming Events

- Police Motorcycle User Course June 1-12;
- Slow Down Move Over Campaign;
- RCMP Jean Minguy Memorial Youth Academy May 3-9;
- Canadian Police Canine Association Competition
 - September 10-13
 - “Cop Dogs for Kids”

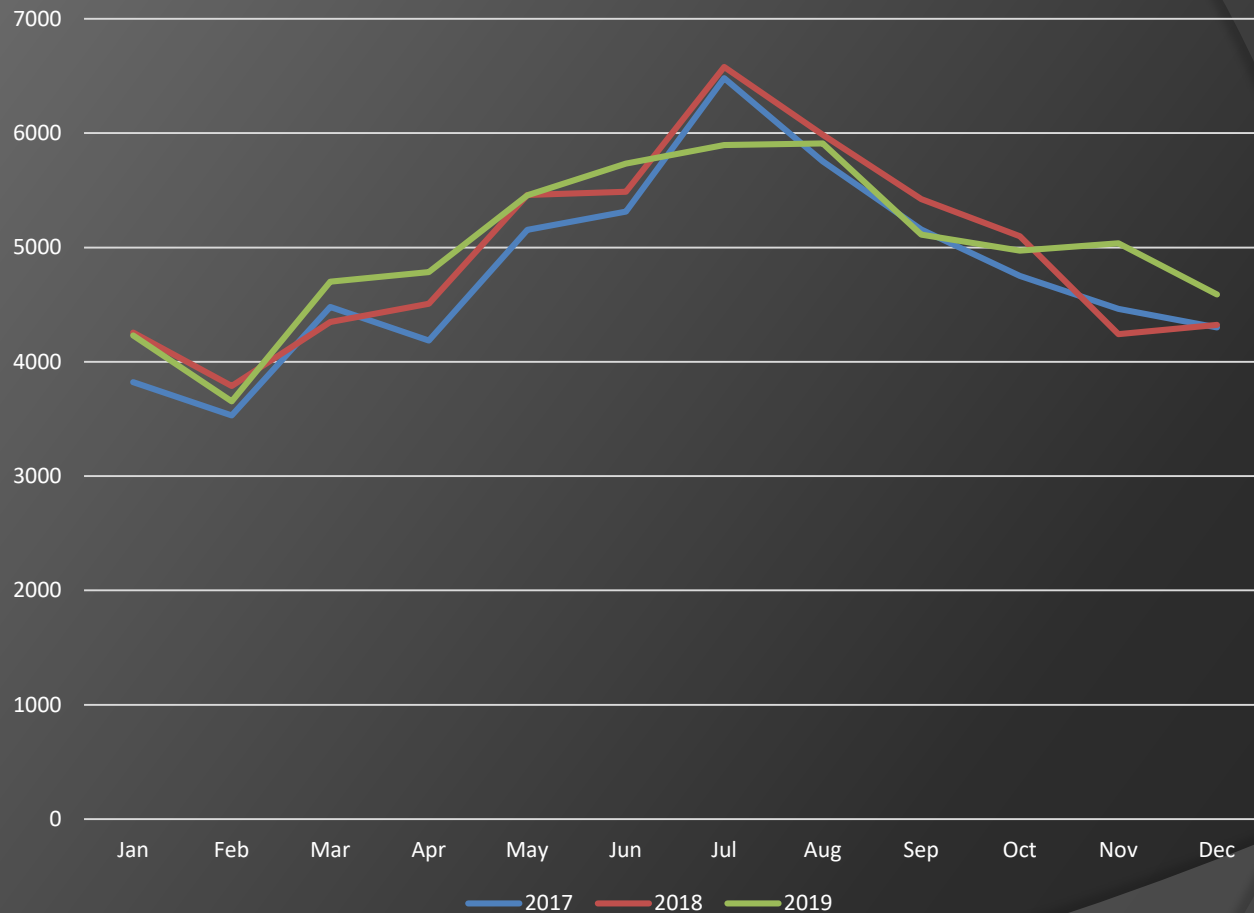


ANNUAL RCMP CALLS FOR SERVICE

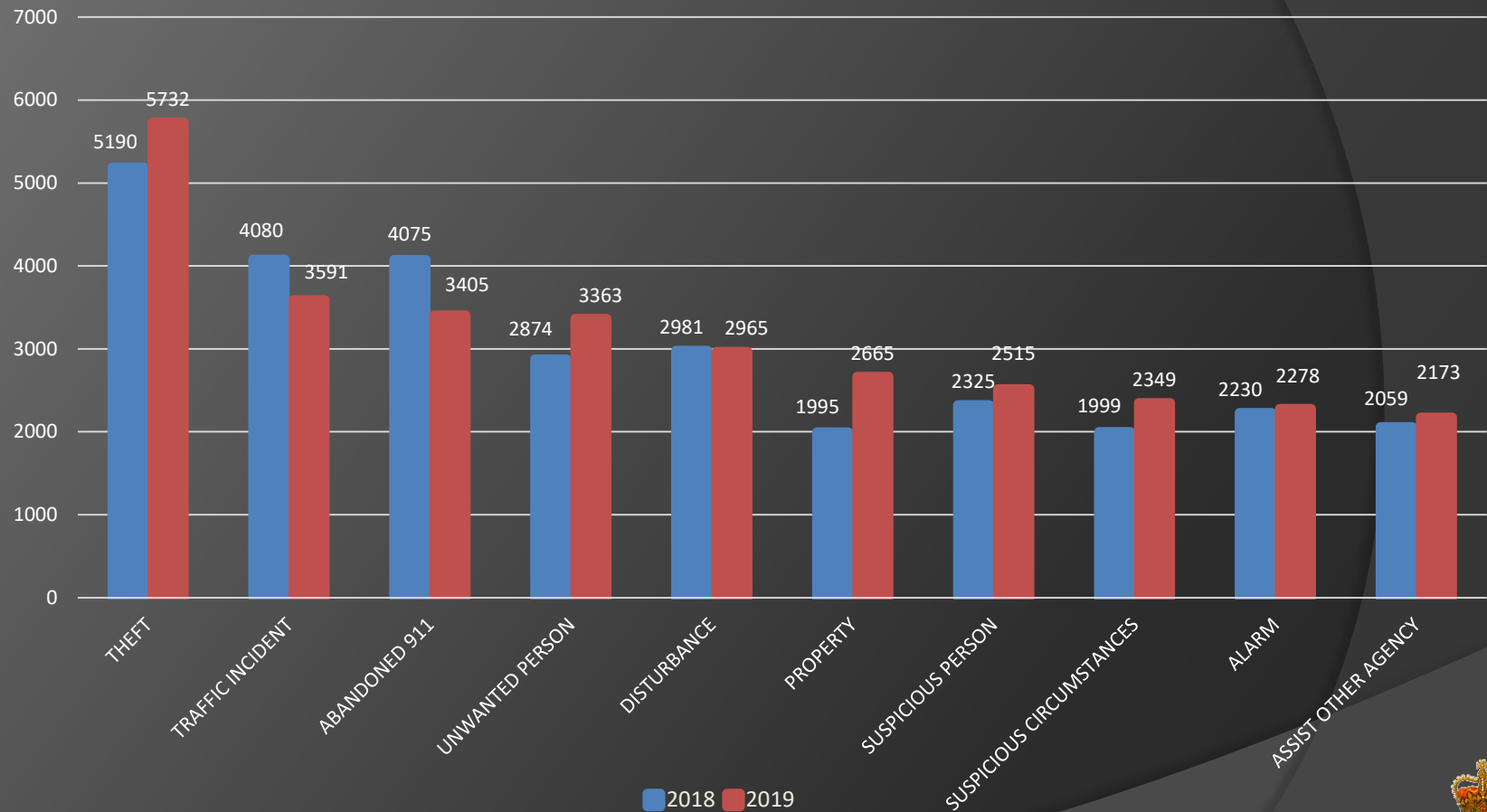
CITY OF KELOWNA



CITY OF KELOWNA - 3 YEAR COMPARISON OF CALLS FOR SERVICE BY MONTH



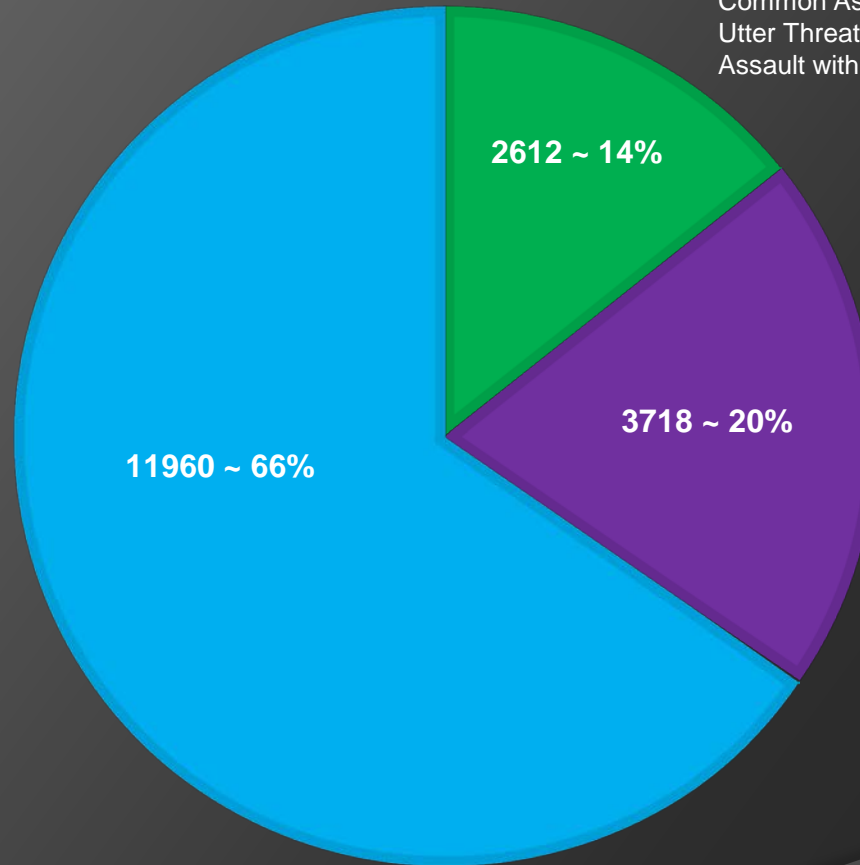
CITY OF KELOWNA – TOP TEN CAD CALLS FOR SERVICE 2018 AND 2019 COMPARISON



CITY OF KELOWNA

2019 CRIMINAL CODE OFFENCES

TOP 3 PROPERTY CRIME TYPES:
Theft from MV Under \$5,000– 2,720
Mischief Under \$5,000– 1,756
Shoplifting Under \$5,000– 1,398



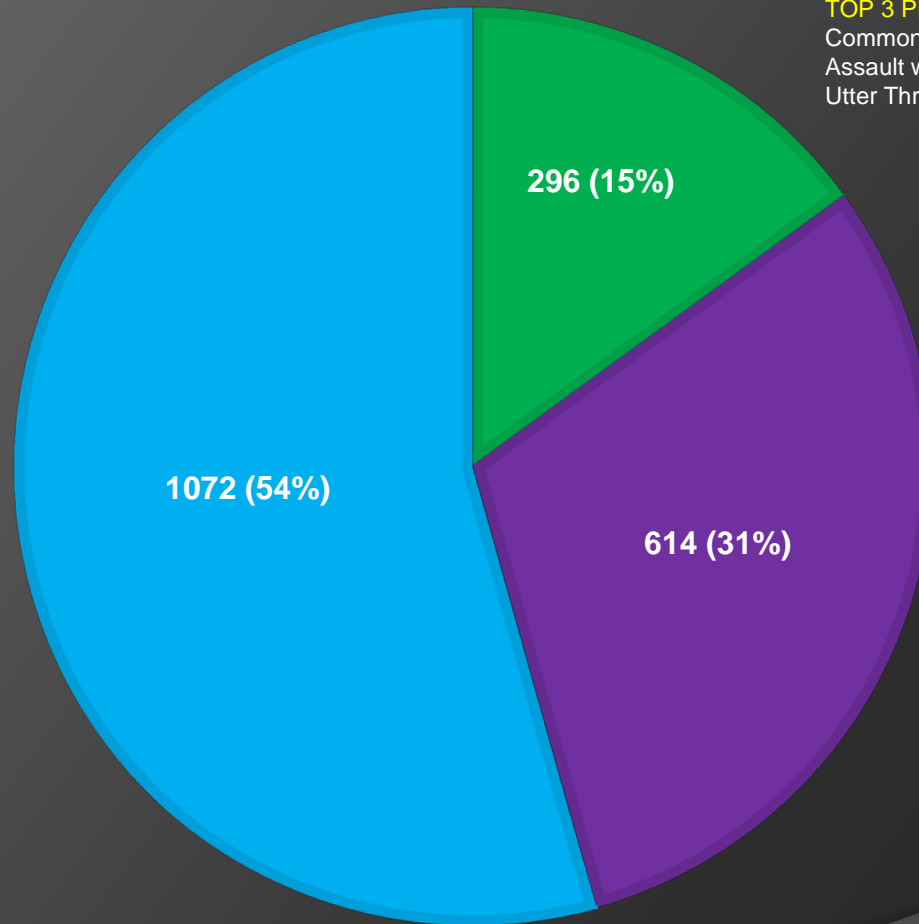
TOP 3 PERSON CRIME TYPES:
Common Assault – 1,065
Utter Threats – 521
Assault with Weapon CBH - 264

TOP 3 OTHER CC CRIME TYPES:
Cause Disturbance – 2,171
Fail to Appear – 327
Breach/Bail Violation – 274

■ PERSONS OFFENCES ■ OTHER CC ■ PROPERTY OFFENCES

DOWNTOWN KELOWNA

2019 CRIMINAL CODE OFFENCES BY TYPE



TOP 3 PROPERTY CRIME TYPES:

Mischief Under \$5,000– 275
Theft from MV Under \$5,000– 175
Shoplifting Under \$5,000– 103

TOP 3 PERSON CRIME TYPES:

Common Assault – 142
Assault with Weapon CBH - 53
Utter Threats – 44

TOP 3 OTHER CC CRIME TYPES:

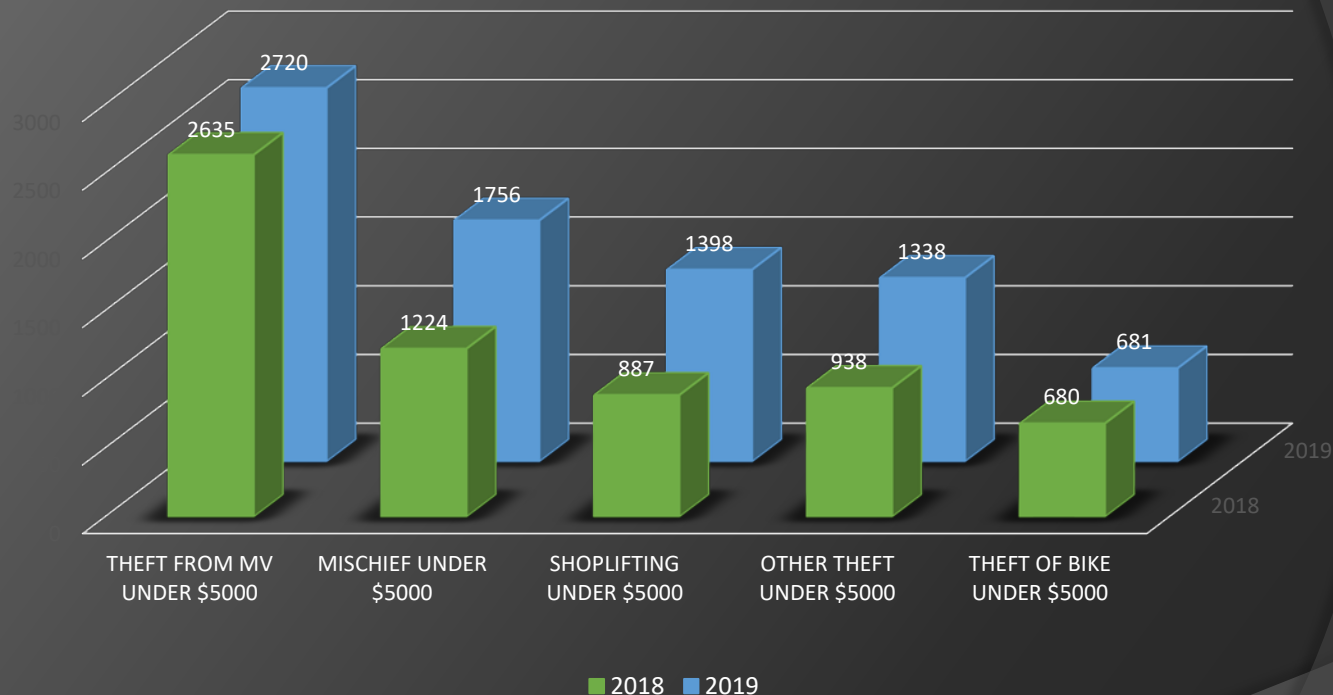
Cause Disturbance – 455
Breach/Bail Violation – 46
Breach OF Adult Probation – 27

■ PERSONS OFFENCES ■ OTHER CC ■ PROPERTY OFFENCES

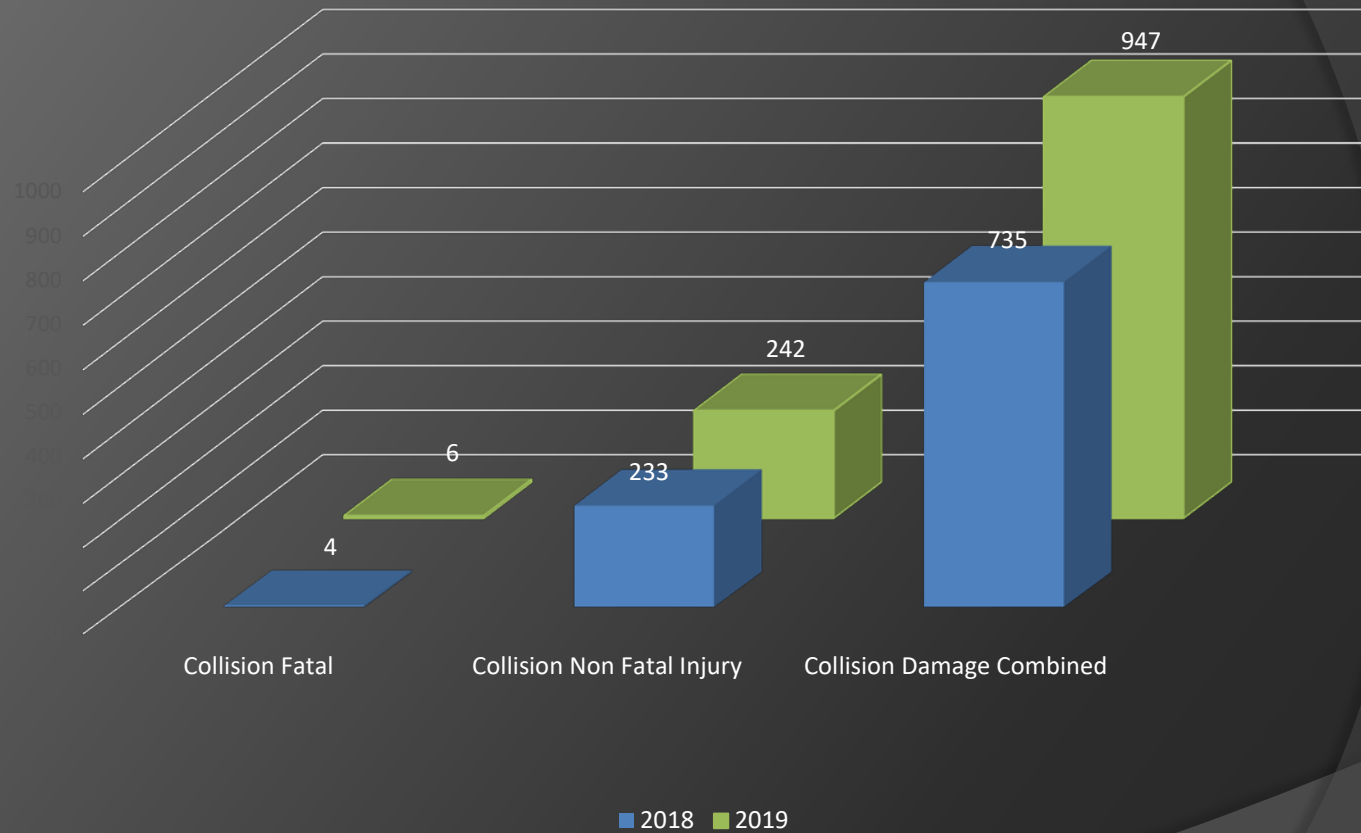
CITY OF KELOWNA

TOP 5 PROPERTY CRIME TYPES

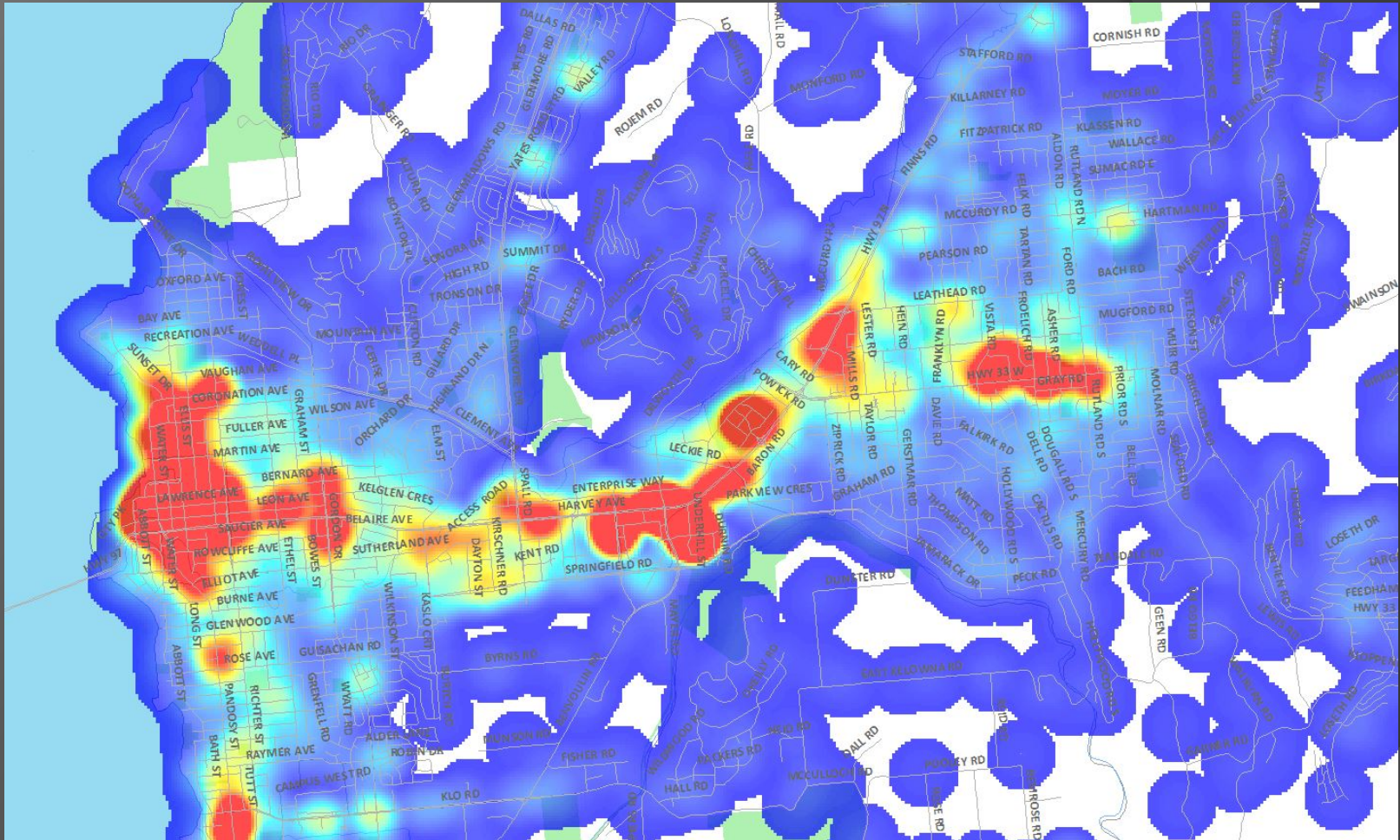
2018 TO 2019 COMPARISON



CITY OF KELOWNA 2019 TRAFFIC COLLISIONS



Property Crime Density Map 2019



Early 2020 Crime Trends

Significant increase in Break & Enters:

- multiple business smash & grabs throughout the city targeting electronics which are then used to commit frauds - several occurring per night in late December/ early January .
- increase in parkade break & enters targeting vehicles and quick grab items.
- break & enters into compounds – targeting generators and other smaller items.

QUESTIONS?

Report to Council



Date: March 16th, 2020

To: Council

From: City Manager

Subject: 45th Annual Civic & Community Awards Finalist Announcement

Department: Active Living & Culture

Recommendation:

THAT Council receives, for information, the report from Active Living & Culture, dated March 16th, 2020, that announces the finalists for the 45th Annual Civic & Community Awards.

Purpose:

To announce the 45th Annual Civic & Community Awards Finalists.

Background:

The City of Kelowna's Annual Civic & Community Awards recognize the outstanding achievements and contributions made in our city each year. The program includes 13 awards that honour volunteers, artists, athletes, environmentalists and businesses. Up to three finalists are selected in each category, with one recipient being announced during the awards ceremony.

Discussion:

The 13 award categories include:

- Bob Giordano Memorial Award – Coach or Sport Administrator of the Year
- Bryan Couling Memorial Award - Athletic Team of the Year
- Male and Female Athlete of the Year
- Augie Ciancone Memorial Award – Top Male & Female High School Athlete of the Year
- Teen Honour in the Arts
- Honour in the Arts
- Champion for the Environment
- Corporate Community of the Year
- The Central Okanagan Foundation - Volunteer Organization of the Year
- Young Citizen of the Year
- The Fred Macklin & Sarah Donalda-Treadgold Memorial Award - Citizen of the Year

Two categories also have scholarship components, with recipients in the Young Citizen of the Year Award receiving scholarships from the Payton and Dillon Budd Memorial Fund Youth Scholarship, and the recipient of the Teen Honour in the Arts Award receiving an entrance scholarship to UBC Okanagan.

Conclusion:

The Mayor's Reception event will take place on Sunday April 19th, 2020 and provides an opportunity for Mayor and Council to honour each finalist with a special commemorative plaque from the City.

The 45th Annual Civic & Community Awards Night, to formally announce the award recipients for each category, will be held on Wednesday April 29th, 2020, at the Rotary Centre for the Arts. Tickets go on sale March 17, 2020, and are available online at rotarycentreforthearts.com or by calling 250-717-5304. The cost is \$30 per ticket and includes a complimentary reception before the awards ceremony.

Each year the award recipients are further recognized at Jim Stuart Park, with their names on an individual name plate.

Internal Circulation:

Divisional Director, Active Living & Culture
Community & Neighbourhood Services Manager
Community Communications Manager
Communications Advisor

Considerations applicable to this report:

Communications Comments: Finalist names will be released to media outlets through a PSA

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Submitted by:

M. Moran, Recreation Technician, Active Living & Culture

Approved for inclusion:



J. Gabriel, Divisional Director, Active Living & Culture

Cc: Active Living & Culture
Corporate Strategic Services

Report to Council



Date: March 16 2020
To: Council
From: City Manager
Subject: Extension RTC Bylaw 11698, 575 Radant Road
Department: Development Planning Department

Recommendation:

THAT in accordance with Development Application Procedures Bylaw No. 10540, the deadline for the adoption of Rezoning Amending Bylaw No. 11698, for Z18, 0063, Lot A, District Lot 14, ODYD, Plan EPP86528, 575 Radant Road, Kelowna, BC, be extended from December 4, 2019 to December 4, 2020;

AND THAT Council directs Staff to not accept any further extension requests.

Purpose:

To extend the deadline for adoption of Rezoning Bylaw No. 11698 to December 4, 2020

Community Planning:

Rezoning Bylaw No. 11698 received second and third readings at a Regular meeting of Council held on December 4, 2018. Final adoption of the zone amendment bylaw is subject to the applicant meeting the requirements for the Development Engineering Department.

The owner's have been attempting to engage the services of an engineering consultant to provide the engineering work that was outlined by the Council report on December 4, 2018, however, current market conditions, and scale of the application, are making the completion of these requirements difficult.

Staff are recommending that Council supports extending the deadline for adoption for Rezoning Bylaw No. 11698, to December 4, 2020.

Subject Property Map: 575 Radant Road



Submitted by: Heather Benmore, Development Planning

Approved for inclusion:



Terry Barton, Development Planning Department Manager

CC: SS

Report to Council



Date: March 16, 2020
To: Council
From: City Manager
Subject: OCP 2040 Refined Land Use Plan and Servicing Update
Department: Policy & Planning

Recommendation:

THAT Council receive the report dated March 16, 2020 from Policy and Planning Department for the purposes of the next steps for the OCP review.

Purpose:

For Council to receive the refined draft Future Land Use Map for the purposes of commencing the detailed Servicing Analysis associated with the 20 Year Servicing Plan update.

Background:

The development of the Official Community Plan (OCP), Transportation Master Plan (TMP) and the 20 Year Servicing plan is an iterative process. This report serves to provide Council with an update on the 2040 Future Land Use mapping refinements prior to initiating the next steps of plan development, which focus on creating a draft OCP for Council's consideration in Fall 2020.

Discussion:

The OCP, the TMP and the 20 Year Servicing Plan are being developed concurrently to ensure all three of these critical planning documents work together to move towards the vision outlined in Imagine Kelowna. This report provides Council with an update on the progress of the OCP development, speaking primarily to the recent refinements to the draft Future Land Use map following the conclusion of the Phase 3 public engagement process. It also provides Council with a schedule of upcoming activities in 2020 leading to the delivery of a draft OCP in Fall 2020.

Refined Future Land Use Map

As outlined in the Report to Council dated December 9, 2019 regarding OCP Phase 3 engagement results, feedback from the public was largely supportive of the approach proposed through the Growth Strategy and the draft Future Land Use Map. As such, this refined map keeps the same overall district-based approach as the previous draft. This approach identifies five Growth Strategy Districts that guide future land use designations on the map as well as associated policies being crafted for the draft OCP, with minor amendments (see Attachment 1). The most significant amendment to the Growth Strategy is the inclusion of the North Kelowna industrial lands in the Gateway District.

Following public feedback, stakeholder engagement, and community submissions on specific parcels for re-consideration, refinements have been made to incorporate these inputs into a more evolved Future Land Use map. Refinements aimed not only to respond to this feedback, but also to continue to simplify the wording and intent of future land use designations, seek fewer land use designations where possible, provide clearer policy direction and further respond to and accommodate the evolving directions of the TMP and the 20 Year Servicing Plan.

A refined Future Land Use map has been created for Council's review and consideration (see Attachments 2 and 3). Major refinements to this map are summarized below and illustrated in Attachment 4.

Consolidation of Urban Centre Designations

The two primary designations to signal land use in the Urban Centres, *Urban Centre Mixed Use* and *Urban Centre Residential*, have been consolidated into a single land use designation now referred to simply as *Urban Centre (UC)*. This new *Urban Centre (UC)* designation signals both mixed use and residential development and would rely more on detailed policy guidance to direct where different uses would be supported within the Urban Centre boundaries. Detailed sub-set maps are anticipated to visualize the more fine-grained land uses, building heights and 'retail streets' of each of the five Urban Centres, which does not currently exist in the 2030 OCP. This approach will provide greater flexibility for land use decision-making while articulating a clearer vision for these areas.

Downtown Urban Centre Boundary Retraction

The boundary for the Downtown Urban Centre has been retracted in the northeast corner to remove lands that would continue to be signaled for industrial uses. This change clarifies that these lands are not to be considered for high density mixed use commercial and residential development, reducing pressure on those lands for development into non-industrial uses.

Midtown Urban Centre Boundary Extension

The boundary for the Midtown Urban Centre has been expanded to include more properties to the northeast of the previous proposed boundary. Including these properties allows for more densification along Highway 97 in close proximity to high frequency transit offered there, and to more closely allow transit-oriented density to be achieved to optimize land use efficiencies with corresponding transportation modes.

Consolidation of Core Area Designations and Introduction of Transit Supportive Corridors

The *Core Area Residential* and *Core Area Corridor* designations have been consolidated into a single land use designation called *Core Area Neighbourhood (C-NHD)*. This designation allows for the uses signaled in both Core Area designations, but focuses higher density uses like apartments up to six storeys along properties that front key streets, identified in the draft Land Use Map as *Transit Supportive Corridors*. This approach simplifies and clarifies the vision for these corridors as medium density residential and mixed-use areas that connect Urban and Village Centres along the Frequent Transit Network (see Figures 1 and 2). These corridors also provide guidance for land use and urban design decisions in other areas of the city, including Village Centres and Regional Commercial lands to ensure that redevelopment takes place in a way that promotes greater use of transit.

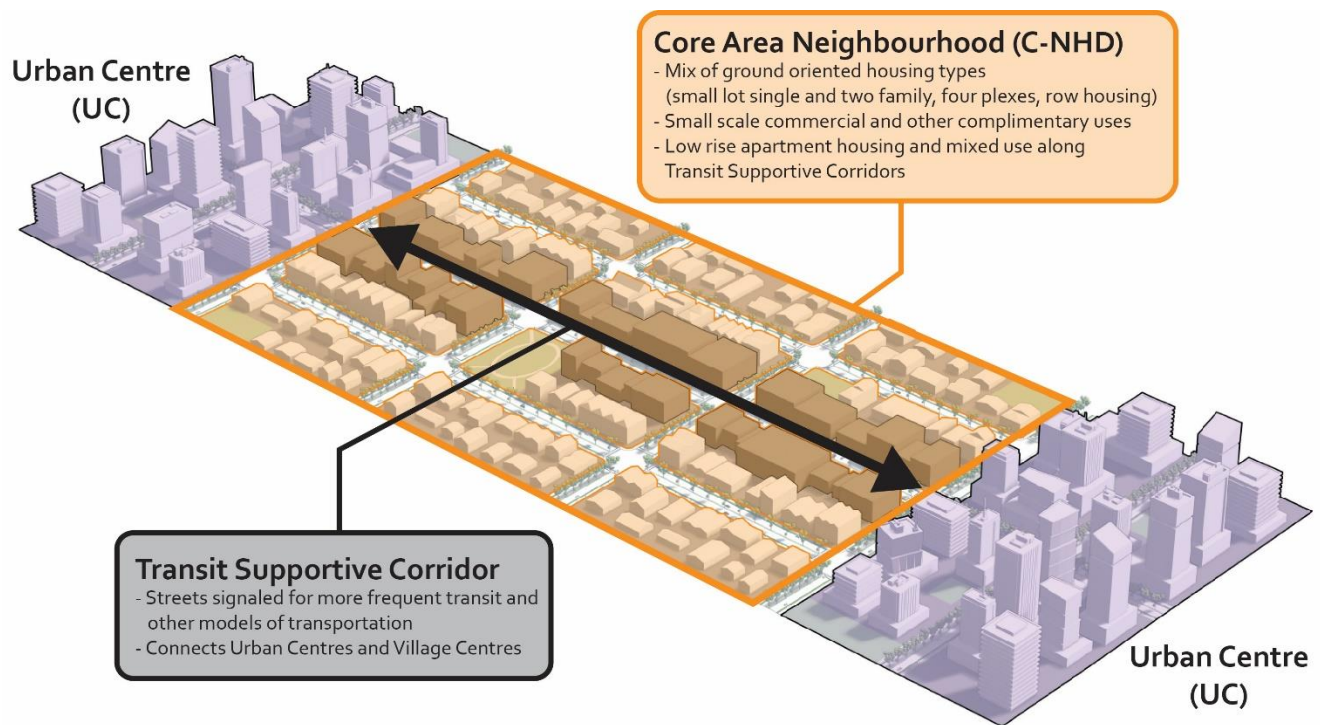


Figure 1: Core Area Neighbourhood and Transit Supportive Corridor Concept



Figure 2: Artist's Impression of New Development Along Transit Supportive Corridor

New Gordon Drive Transit Supportive Corridor

Gordon Drive between the Guisachan Village Centre and Lequime Road has been identified as a new Transit Supportive Corridor. While slower growth is expected along this corridor, its identification allows for the development of low rise apartments and mixed use development, consistent with the

character of new development already along the corridor, particularly south of KLO Road. This Transit Supportive Corridor also extends west along Lequime Road, then following Lakeshore Road north to the new Lakeshore Village Centre, described below.

Lakeshore Village Centre Boundary Extension

In the draft Land Use Map provided to Council in August 2019, a new Village Centre was identified along Lakeshore Road between Mission Creek and Lexington Drive / Bluebird Road. This Lakeshore Village Centre has been expanded significantly to include lands north of Mission Creek that are currently designated for Tourist Commercial uses in the 2030 OCP. This approach allows for more detailed policies to be developed that would guide future growth in this unique area of the city.

Okanagan College Expansion

Okanagan College has signaled that it intends to extend the boundaries of its KLO campus to the west and to the east to accommodate future planned expansion. As such, the subject properties have been designated as *Educational/Institutional (EDINST)* in the refined land use map. Okanagan College undertook a focused public engagement event for local residents and property owners by way of a direct mailout and through an open house held on July 25, 2019 to inform them of the general intent of the OC campus expansion.

New School Sites

Schools are central to the creation of complete communities. The provision of new school facilities in growing neighbourhoods is a critical component to making them attractive, livable and accessible areas for households considering moving. As such, staff have been working closely with School District #23 to identify ways to accommodate new school development that serve growing Urban Centres and Core Area neighbourhoods. These discussions have focused primarily on identifying new sites for future school development and expansion, now signaled as *Educational/Institutional (EDINST)*. Sites identified to date and signaled in the revised Future Land Use map include the following:

- 1205 High Road to accommodate future expansion of Bankhead Elementary; and
- All properties between Kelowna Secondary School and Gordon Drive to accommodate future school expansion.

Impacted property owners have been informed of this direction, and School District #23 has provided a letter of support, included as Attachment 5. In addition, the School District and staff will continue to collaborate on strategies to accommodate growing demand for schools as part of the draft OCP, with any additional lands or policies to be included in future reports.

New Industrial Lands

Identifying new lands for industrial development is challenging, given Kelowna's topography coupled with the amount of land in the ALR. One major opportunity is at Kelowna Springs Golf Course, as the owner approached the city to explore opportunities for a land use designation change. The property is bordered by industrial lands to the west and south, with lands in the ALR to the north and east. As such, this property is now signaled for *Industrial (IND)* due to the adjacency to other industrial lands, servicing proximity and capacity, and non-ALR status.

Refined Designations at the Airport

The land use designations surrounding Kelowna International Airport have been modified to reflect the future vision for airport related uses, as outlined the *Airport Master Plan 2045*. Lands that have been

acquired for future airport expansion are signaled as *Public Services/Utilities (PSU)*, including new properties recently included in the city boundary. Staff are continuing to work together on further refinements in the airport area and more refinements are expected as this process continues.

Permanent Growth Boundary Amendments

The following changes have been made to the Permanent Growth Boundary (PGB) as part of this refined Future Land Use map:

- *Inclusion of North Kelowna industrial lands in the PGB.* The industrial lands in the North Kelowna area are strategically important for accommodating future industrial growth in the city and are targeted for improvements to utility infrastructure to support this growth. As such, they are now included in the PGB and the Gateway District.
- *Inclusion of residential and local commercial uses at KLO Road, Benvoulin Road and Como Road in the PGB.* These properties are targeted for continued growth and development and have seen recent utility servicing infrastructure improvements. They are now included within the PGB and Suburban Neighbourhoods Growth Strategy District. Properties formerly designated as *Rural – Residential (R-RES)* are now signaled as *Suburban – Residential (S-RES)*. Commercial properties have retained their *Neighbourhood Commercial (NCOM)* designation.
- *Retraction of PGB from Public Services/Utilities (PSU) lands along Byrne Road.* These lands have been acquired by the City for future expansion of the Wastewater Treatment Facility. The PGB has been retracted to exclude these lands to reduce speculative pressure on surrounding agricultural lands, and these properties are now located in the Rural Lands Growth Strategy District.
- *Minor expansion of PGB on UBCO lands.* A minor expansion of the PGB at John Hindle Drive and Upper Campus Way is proposed. The expansion would include approximately 0.7 hectares (1.74 acres) of land owned by the University of British Columbia that is adjacent to existing university uses and separated from neighbouring agricultural lands by Upper Campus Way. These lands are within the ALR and staff will work with the ALC to gauge their level of support for this amendment to the refined Future Land Use map.

Servicing / Infrastructure Impacts

Servicing a growing community with infrastructure is an expensive civic responsibility. One of the single most impactful ways local governments can respond to this challenge is by establishing a responsible growth strategy, where fiscal investments can be optimized and not burden future generations with future liabilities.

Infrastructure funding is needed to support growth be it in the form of parks and public spaces, utilities, transportation systems, and climate change adaptation measures. Financing the growth-related infrastructure requires multiple sources of funding, from property taxes, development cost charges (DCCs) to other funding streams. Importantly, the DCC program is often profiled as a program that is largely funded by development, but many “DCC” projects have significant taxation impacts. For example, the infrastructure planned as part of the DCC program is valued at \$993 million with 60 per cent or \$596 million developer funded and the remainder funded from the City through taxation, utility funding or government grants.

Network infrastructure such as roads, sewer, water and storm drainage are described as linked networks. In the Core Area and Urban Centres, infill development is able to connect to existing infrastructure, reducing the capital costs for new development. In suburban areas, the same network infrastructure does not exist, requiring major up-front capital costs to extend utilities and roads to the edge of the city. These up-front capital costs are largely borne by the developer; however, the City subsidizes these projects by contributing tax dollars to larger network infrastructure projects and is also responsible for the lifecycle costs (long-term replacement and operating and maintenance costs) of City infrastructure. There are also other indirect costs related to suburban development often shouldered by the public in the form of loss of agricultural and naturalized lands, health impacts, and increased greenhouse gas emissions¹.

Other Canadian cities are experiencing similar challenges, and many are demonstrating approaches to financing urban development patterns that recognize the financial benefits of compact urban development. For example:

"In Edmonton, the city picks up all the capital costs of fire and police stations and portions of the cost of some roads and recreation facilities. It covers all the costs of maintenance, repair and renewal of the infrastructure, including pipes and roads. What this means is that across just 17 of more than 40 planned new developments, costs to the city are expected to exceed revenues by nearly \$4 billion over the next 60 years.

A study for Halifax Regional Municipality calculated that it could save over \$700 million to 2031 by increasing the number of new dwellings sited in the urban core. Calgary found that by adopting a denser growth pattern that used 25 per cent less land, it could save \$11 billion in capital costs alone²".

The Council endorsed growth strategy directs most of the future population growth to our Core Area and Urban Centres, which equates to a more compact, denser development pattern and where infrastructure can be more efficiently utilized by a greater percent of our community population. By optimizing growth, the City of Kelowna can make efficient and effective use of infrastructure, ensuring a better return on investment for taxpayers and move our community toward the Imagine Kelowna vision. The companion 20 Year Servicing report will set the stage for the upcoming infrastructure servicing analysis outcomes that result in the necessary financing of the 2040 OCP over the next 20 years.

Indigenous Engagement Update

The initiation of engagement with indigenous communities was outlined in the Report to Council dated December 9, 2019 regarding OCP Phase 3 engagement results. This engagement is underway and staff have consulted with the following organizations:

- Westbank First Nation (including Chief and Council, the Elder's Council, the Youth Council, the Family Programming Group and staff)
- Okanagan Indian Band (including Chief and Council and staff)

¹ Blais, Pamela. 2010. Perverse Cities: Hidden subsidies, wonky policy and urban sprawl, UBC Press.

² Sustainable Prosperity: Suburban Sprawl - Exposing Hidden Costs, Identifying Innovations, October 2013.

- Okanagan Nation Alliance
- Ki-Low-Na Friendship Society
- Kelowna Metis Association

Staff is currently working to integrate feedback received through this engagement into policies being developed and will report back to Council on the results at a later date.

Next Steps

In the coming months, staff will undertake the following tasks to develop a draft Official Community Plan for Council to review in Fall 2020 (see Figure 3):

- Continued policy development for the areas of land use and urban design, housing, public realm, transportation, culture, heritage, environment, parks and natural areas, climate change adaptation, infrastructure, and equitable communities. This policy development will include the development of policy maps – detailed maps that will be updated and/or developed that will signal future land uses, development permit layers, transportation networks, and servicing investments, and other topics;
- Continued crafting of development permit guidelines;
- Commencement of the detailed infrastructure servicing analysis to align needed infrastructure to support new growth and the corresponding financing strategy;
- Identification of future parks sites on the Future Land Use map;
- Development of an Implementation Plan for the draft OCP to guide how the plan would be put into action;
- Establishment of a set of key metrics, including use of the ModelCity tool, for the purposes of OCP monitoring and an annual reporting structure; and
- Continued stakeholder engagement as a part of these tasks.

Staff will provide Council with a report outlining the progress made on these tasks in Summer 2020.

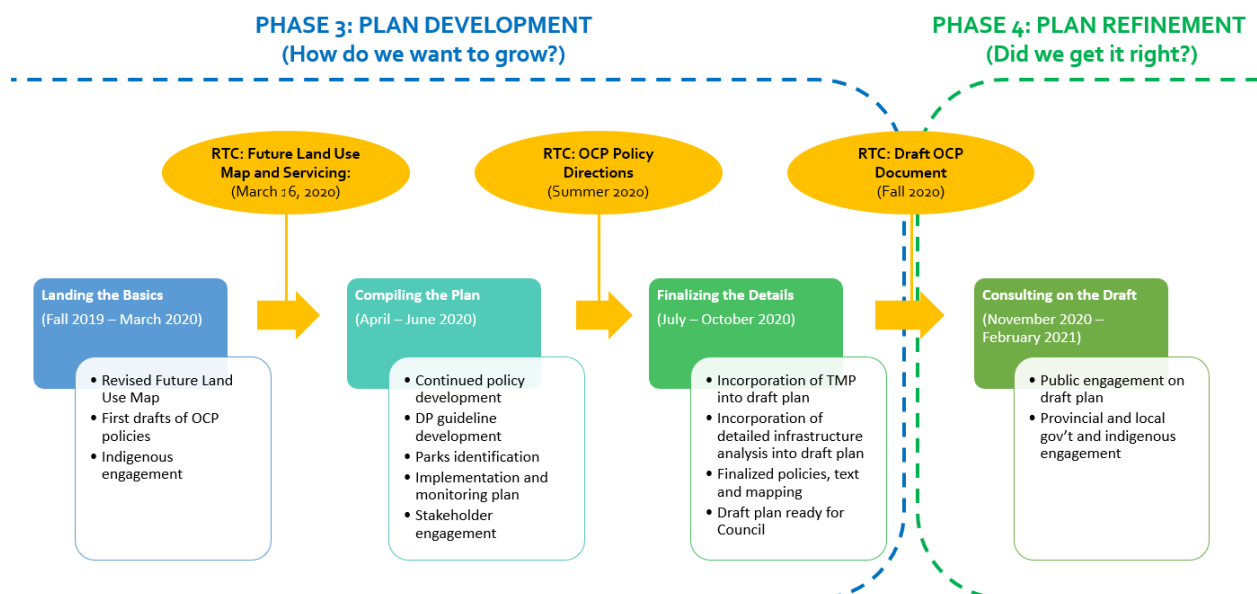


Figure 3: OCP 2020 Phase 3 and 4 Activities

Conclusion:

The development of the OCP continues to move from the visionary to more detail in conjunction with the TMP and the 20 Year Servicing Plan. To ensure that these initiatives continue to move forward together, Council can expect to see upcoming reports speak to a greater level of interdependency between these three initiatives, as direction provided for one begins to impact others in more tangible ways. The city is at an exciting time in its evolution and the directions provided the coming months will determine how quickly the community advances towards the Imagine Kelowna vision.

Internal Circulation:

Divisional Director, Planning & Development Services
Divisional Director, Partnerships & Investment
Department Manager, Real Estate
Department Manager, Development Planning
Divisional Director, Financial Services
Divisional Director, Infrastructure
Divisional Director, Corporate Strategic Services
Divisional Director, Active Living and Culture
Department Manager, Integrated Transportation
Strategic Transportation Planning Manager
Infrastructure Engineering Manager
Parks and Buildings Manager
Senior Airport Finance & Corporate Services Manager
Communications Manager

Legal/Statutory Authority:

Local Government Act, Section 471

Legal/Statutory Procedural Requirements:

Local Government Act, Sections 472-478

Existing Policy:

Imagine Kelowna
2030 Official Community Plan
20 Year Servicing Plan
Council Policy No. 372: Engage Policy

Submitted by: Robert Miles, OCP Project Planner

Approved for inclusion:



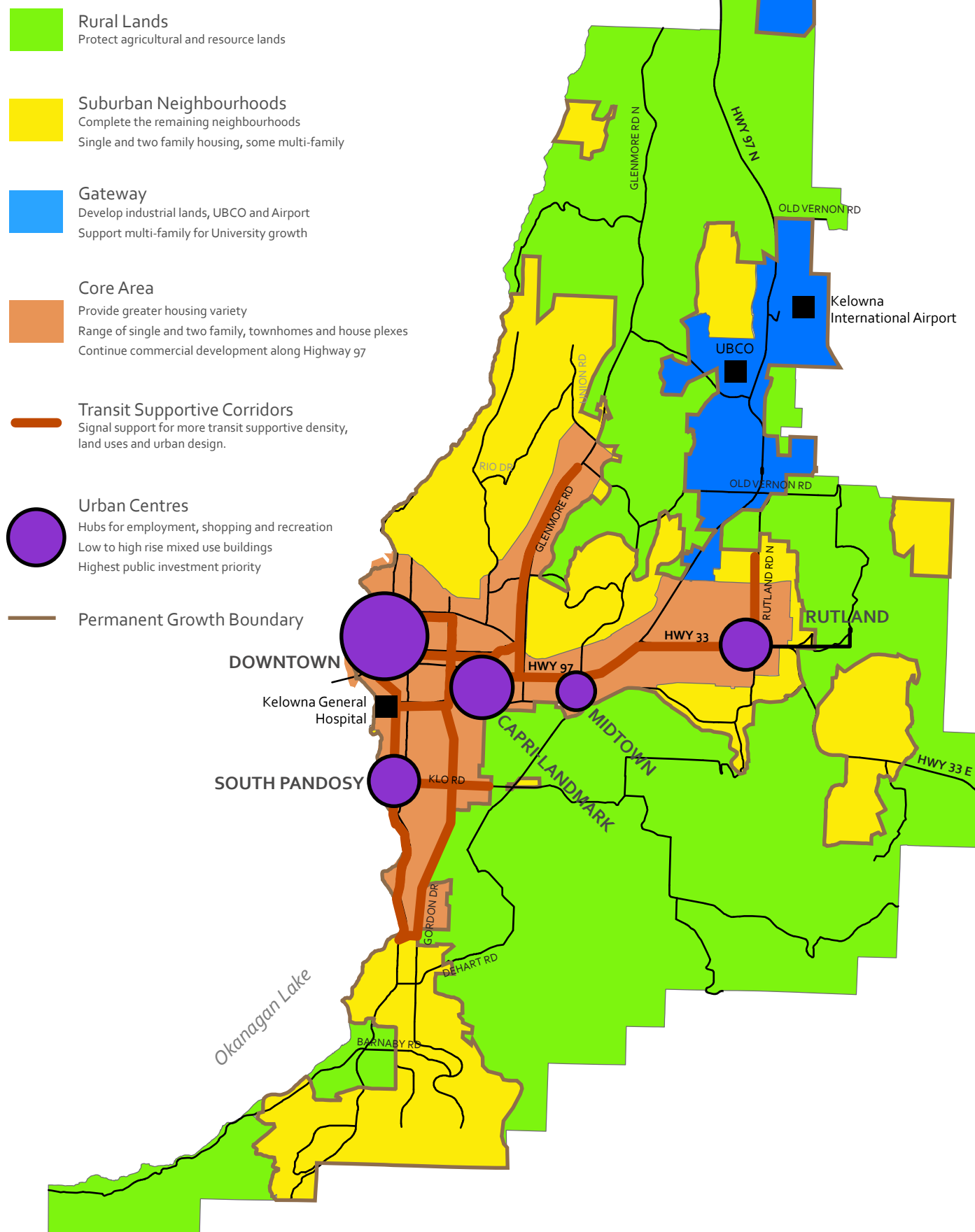
Danielle Noble-Brandt, Dept. Manager of Policy & Planning

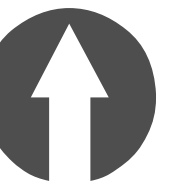
Attachments:

- 1) Attachment 1: Growth Strategy Map
- 2) Attachment 2: Revised Future Land Use Plan
- 3) Attachment 3: Revised Future Land Use Designations











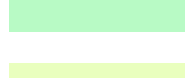







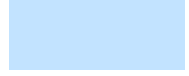


- 4) Attachment 4: Future Land Use Map Amendments
- 5) Attachment 5: Letter dated March 9, 2020 from School District #23

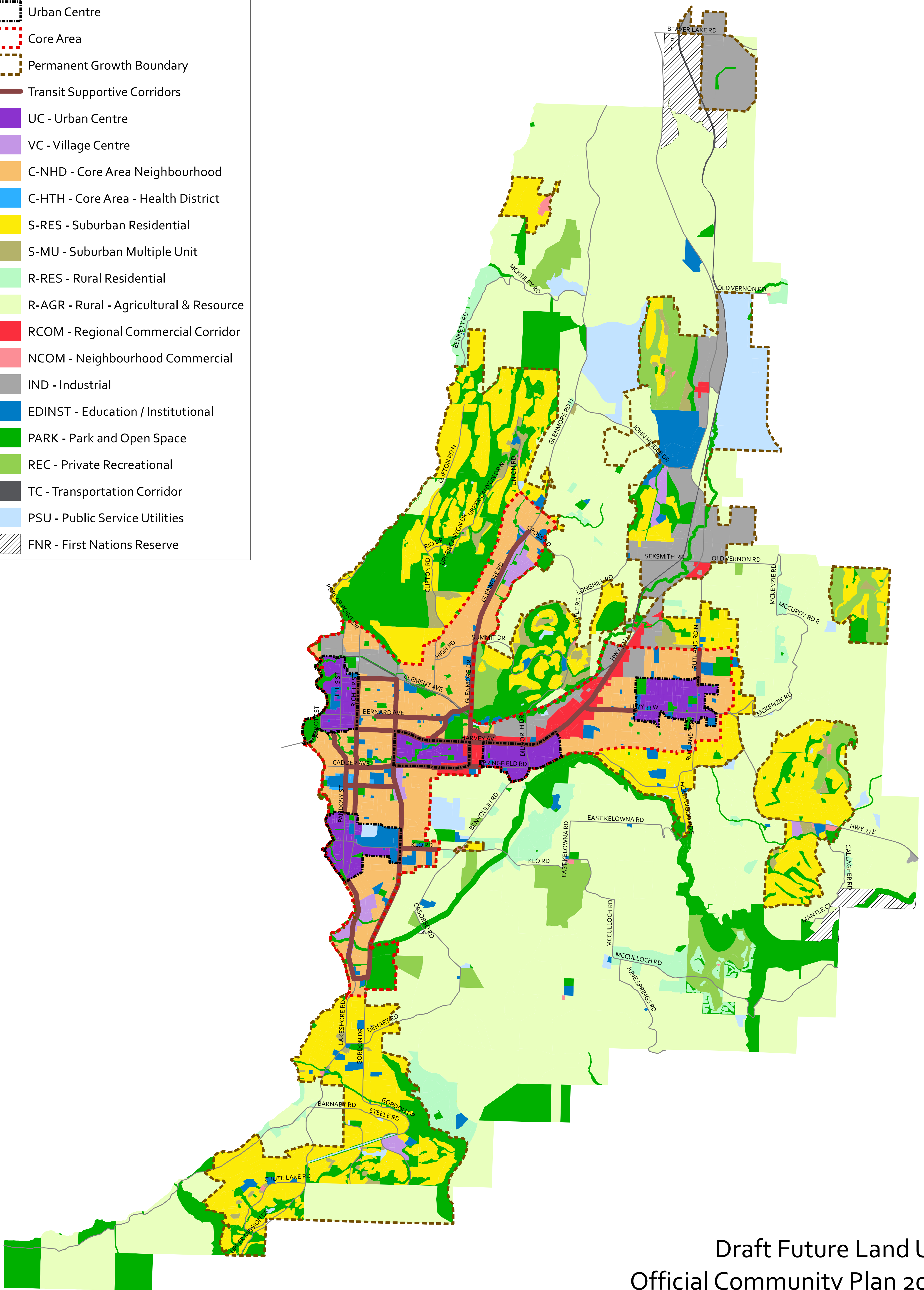
Kelowna 2040: Growth Strategy





Legend

-  Urban Centre
-  Core Area
-  Permanent Growth Boundary
-  Transit Supportive Corridors
-  UC - Urban Centre
-  VC - Village Centre
-  C-NHD - Core Area Neighbourhood
-  C-HTH - Core Area - Health District
-  S-RES - Suburban Residential
-  S-MU - Suburban Multiple Unit
-  R-RES - Rural Residential
-  R-AGR - Rural - Agricultural & Resource
-  RCOM - Regional Commercial Corridor
-  NCOM - Neighbourhood Commercial
-  IND - Industrial
-  EDINST - Education / Institutional
-  PARK - Park and Open Space
-  REC - Private Recreational
-  TC - Transportation Corridor
-  PSU - Public Service Utilities
-  FNR - First Nations Reserve



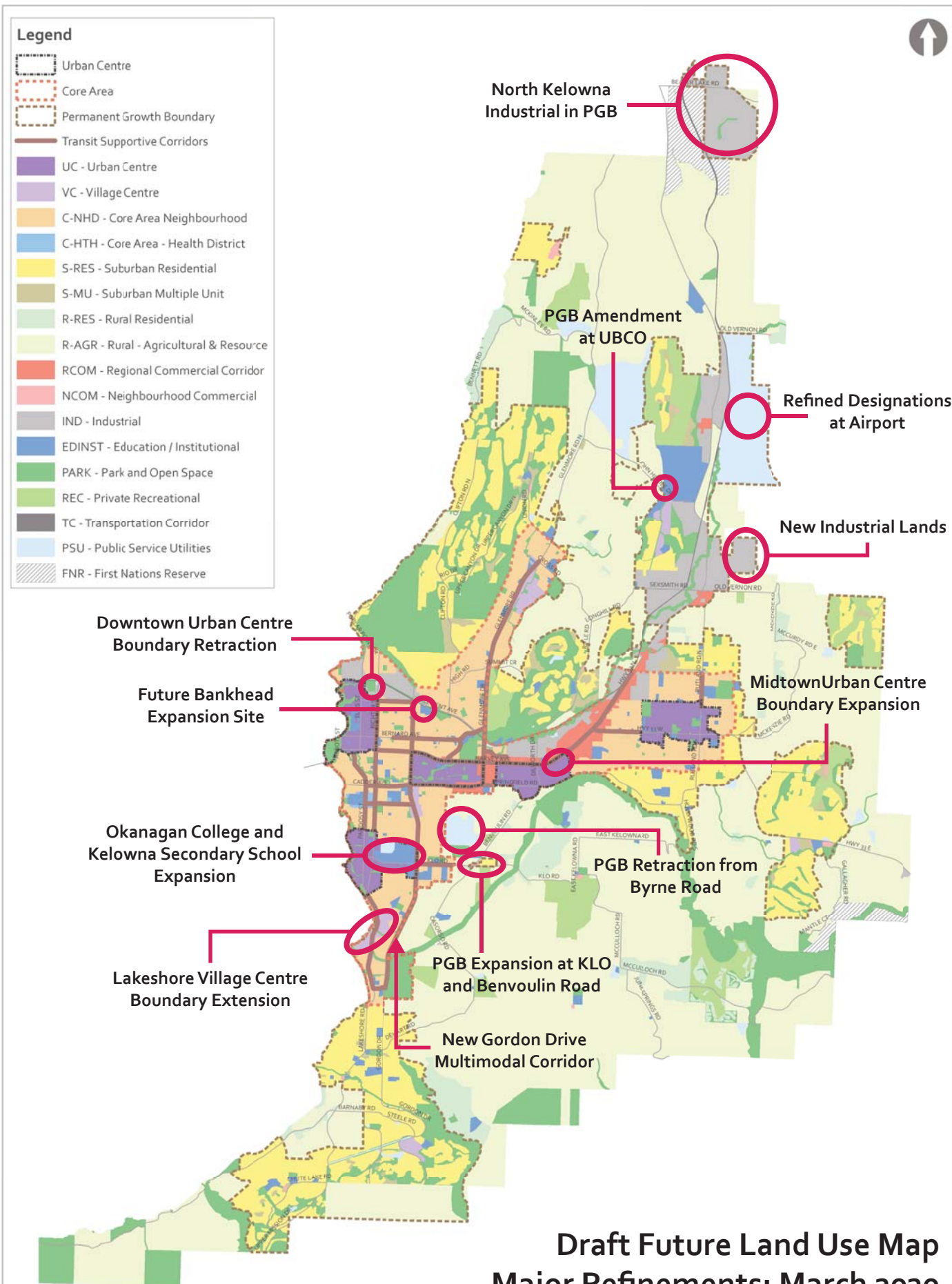
Draft Future Land Use
Official Community Plan 2040

Revised March 6, 2020

OCP 2040 Future Land Use Designations: Quick Reference

Colour	Future Land Use Designation	Acronym	Purpose	Supported Uses
	Rural - Agricultural/Resource	R-AGR	Preserve agricultural and resource lands outside of the PGB, focus growth in the Core Area.	Agriculture, forestry, silviculture
	Rural - Residential	R-RES	Acknowledge low density housing outside of PGB, and discourage further intensification and servicing extension.	Single detached homes.
	Suburban - Residential	S-RES	Signal where low density residential development in suburban neighbourhoods is to be located.	Primarily single and semi detached, semi detached, with secondary suites. Some complimentary uses are supported. Three-plex, four-plex and cottage housing may be supported in proximity to frequent transit, schools and other amenities.
	Suburban - Multiple Unit	S-MU	Identify where multiple unit housing in nodes in suburban neighbourhoods are appropriate.	Semi-detached, town housing, row housing, garden apartments, low rise apartments (as per ASP)
	Core Area - Neighbourhood	C-NHD	Provide a variety of ground oriented housing choices in the Core Area close to Urban Centres, existing services and infrastructure. Along Transit Supportive Corridors, provide medium density residential development with some mixed use development at key intersections.	Single detached, semi detached, carriage houses, suites, townhousing, rowhousing and complimentary uses. Stacked rowhousing and low rise apartments with some mixed use development along Transit Supportive Corridors.
	Urban Centre	UC	Build nodes of employment, entertainment, shopping, and residential in a high quality urban realm in areas best served by transit and active transportation.	Commercial development, office uses, medium to high density residential development, institutional, other complementary uses.

	Village Centre	VC	Provide smaller nodes of mixed residential and commercial services that serve their surroundings.	Commercial development, allowing for medium density development above or adjacent, institutional, complementary uses.
	Neighbourhood Commercial	NCOM	Small scale commercial nodes to provide basic services to the adjacent neighbourhood.	Low rise multiple unit mixed use residential and commercial, small scale commercial development
	Regional Commercial Corridor	RCOM	Signal where large format automobile oriented commercial services should be directed.	Commercial, auto-oriented commercial, some institutional. Limited residential close to existing amenities.
	Industrial	IND	Protect industrial lands from competing commercial and residential uses.	Light and heavy industrial uses, complementary uses that support the industrial activities.
	Educational / Institutional	EDINST	Signal existing and future institutional uses.	Schools, post-secondary, correctional facilities, hospitals, fire halls, cemeteries, government, cultural, recreational activities, religious assembly, seniors facilities.
	Core Area - Health District	C-HTH	Integrate the KGH campus with the neighbouring residential areas.	Hospital, small scale commercial, multi residential
	Public Services/Utilities	PSU	Signal lands required for basic public services.	Landfill, airport, utilities, sewer and water infrastructure
	Parks and Open Space	PARK	Identify where parks are needed to support a high quality of life for residents	Neighbourhood, Community, Recreation and City Wide Parks, natural areas.
	Private Recreational	REC	Identify areas for privately owned outdoor recreation activities.	Passive parks, natural areas, pathways, creeks
	Transportation Corridor	TC	Identify the Okanagan Rail Trail	Transportation uses



**Draft Future Land Use Map
Major Refinements: March 2020
Official Community Plan 2040**



**Central Okanagan
Public Schools**
Together We Learn

**Central Okanagan Public Schools
OPERATIONS DEPARTMENT**

685 Dease Road, Kelowna, B.C. V1X 4A4

Tel: (250) 870-5150

Email: Operations.Department@sd23.bc.ca

Date: March 9, 2020

Robert Miles
OCP Project Planner
City of Kelowna
1435 Water Street
Kelowna, B.C. V1Y 1J4

Dear Mr. Miles,

SUBJECT: OCP Review

The City of Kelowna has requested as apart of the OCP review, for the Central Okanagan Public Schools (SD23) to provide updated information with respect to SD23's historical, current and projected capacity and enrollments for schools. Also provided to the City was information on facilities planning with respect to facility needs of SD23 over the next 20-30 years based on current demographic trends.

School planning is cyclical depending on the neighbourhood residential unit turnover, generally from couples downsizing to young families moving into the unit. In order to project enrolments and school facility needs, SD23 considers a variety of influences such as, the number of new residential units in areas, the number of births in an area, educational programs offered at the schools, the number of schools in the area, transportation options available, families travel habits to work as well as school and extra circular activities. If any or one thing changes, the ten year projection could trend from over capacity schools to underutilized schools or vice versa. In collaboration with the local governments to understand the variety of influences, enrolment projections and facility assessments are completed to inform the Board's decision process. SD23 reviews the influences to develop a plan for future capital needs.

The enrolment projection provide the basis to develop and update the District's 10-year Long Term Facility Plan (LTFP). The comprehensive LTFP helps guide decisions for staff and the Board as well as forms the basis for all investment decisions by the Ministry of Education. The LTFP provides a rationale and business case for capital projects that may be proposed as part of the District's Five Year Capital Plan submission to the Ministry. The investment made in the School District provide added value to the community as schools provide an active hub for neighbourhoods.

The School District staff and the City's planning staff over the years have continued to collaborate with each other to identify school potential schools sites for new development in Area Structure Plans and the OCP land use map. This work has developed opportunities to have school sites incorporated into developments such as The Ponds Neighbourhood and Kettle Valley. School have been built in these neighbourhoods to accommodate the growing population that has developed over the last number of years.

The growth scenario that has been developed for this recent OCP review is focused growth in the urban core. This growth may create challenges for SD23 to find suitable sites for new schools to accommodate the potential student population in the areas. SD23 and the City planning department have engaged in discussion regarding population growth, enrolment projections, areas of concern regarding schools and potential school site needs. Through the discussions with City staff, the focused areas for potential growth were identified around Bankhead Elementary School and Kelowna Secondary School. These schools are currently at their capacities and with the challenge to acquire new school sites in an urban area that may accommodate a school's facility needs, expansion of the land use designation adjacent to the current school sites should be considered.

Accommodation and expansion of school in the urban core must consider the need for school amenities such as play space, parking, pick up/drop off areas and other transportation options to and from schools. Land acquisition for schools in the urban core may be different then in a new suburban neighbourhood development. If the focus is for the population growth to be in urban cores and families are to be included in this vision, retention of schools is integral to maintaining the attractiveness, vitality and viability of core neighbourhoods. The variety of housing that is suitable choice for families in the urban core should also be accompanied by amenities that are attractive for families and schools with their site amenities help improve a neighbourhood's attractiveness. Once a school is built, the neighbourhood becomes yet more attractive.

The identification and designation for potential school sites to accommodate the population growth is important for school planning. The collaboration with the local government regarding new schools or school additions provides the support for future funding from the Ministry of Education to accommodate a School District's future growth issues.

Thank you for the opportunity to participate in the review of the OCP and allowing the School District to have a voice in this process. Should you have any questions or require additional information, please contact the writer at your earliest convenience.

Yours truly,



David Widdis
Planning Manager

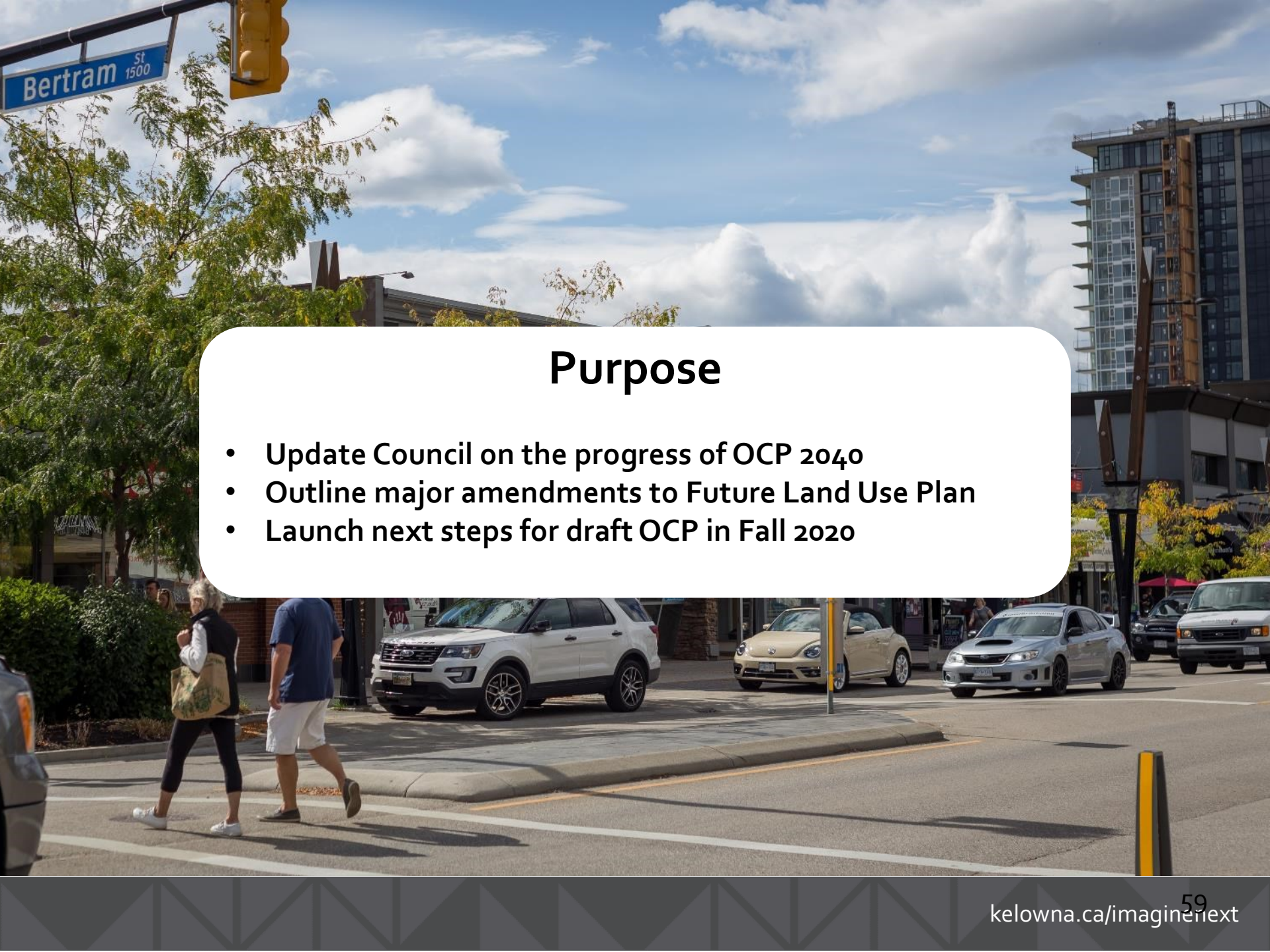
Copy: Ryan Stierman, Secretary Treasurer
Mitch Van Aller, Director of Operations

[https://district23-my.sharepoint.com/personal/david_widdis_sd23_bc_ca/Documents/SD23 Planning/MUNICIPALITIES/Kelowna/OCP/2020-03-06 OCP Review response v2.docx](https://district23-my.sharepoint.com/personal/david_widdis_sd23_bc_ca/Documents/SD23%20Planning/MUNICIPALITIES/Kelowna/OCP/2020-03-06%20OCP%20Review%20response%20v2.docx)



Our Kelowna as we Grow 2040





Purpose

- Update Council on the progress of OCP 2040
- Outline major amendments to Future Land Use Plan
- Launch next steps for draft OCP in Fall 2020

imagineKelowna

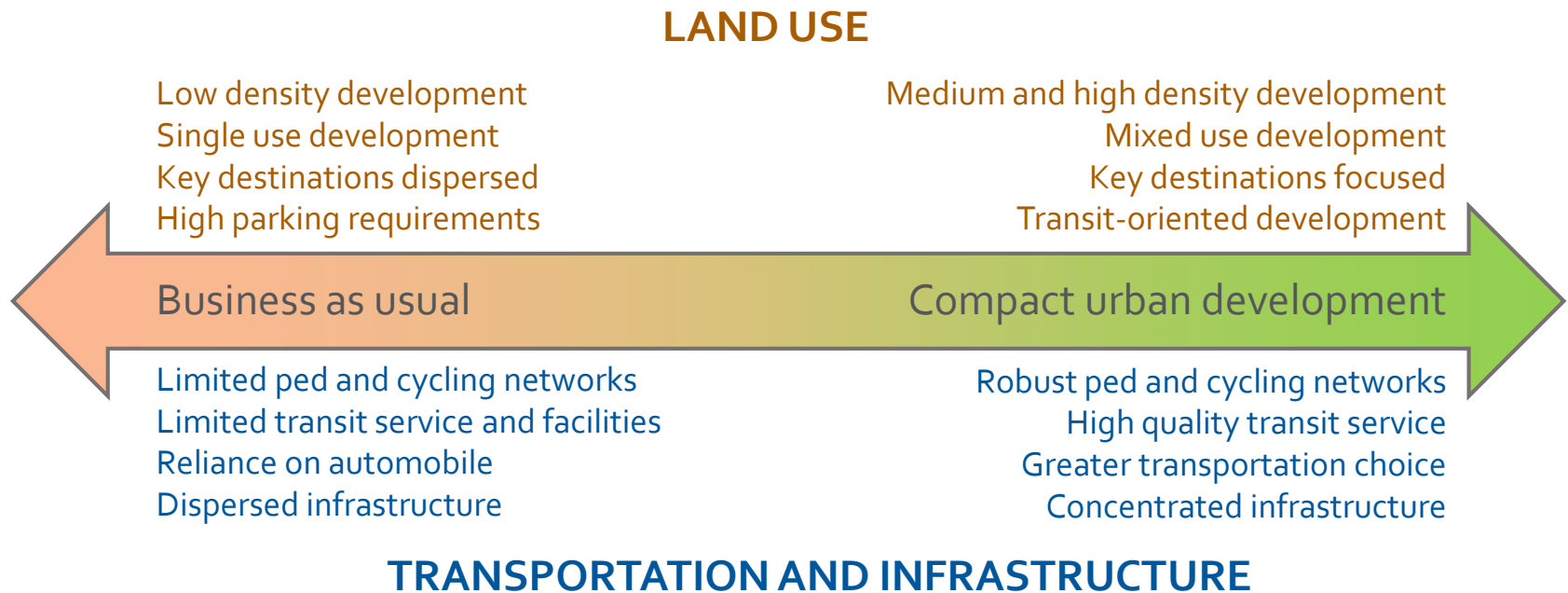
Principles & Goals

Official Community Plan

Transportation Master Plan

20 Year Servicing Plan

The Land Use, Transportation and Infrastructure Relationship





2040 Growth Strategy

Vibrant Urban Centres

More housing variety in the Core Area

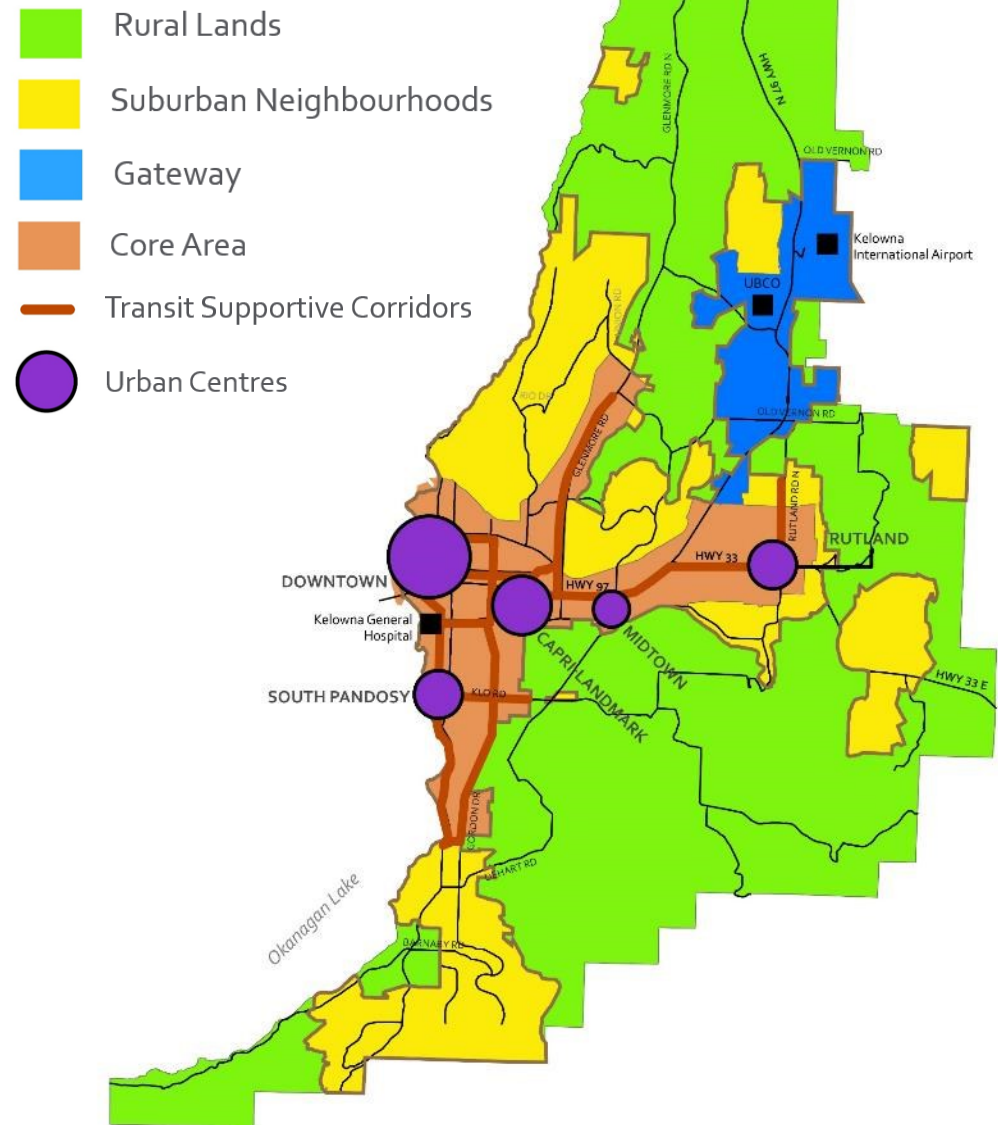
Transit supportive corridors

Maintaining the Permanent Growth Boundary

Complete the suburban neighbourhoods

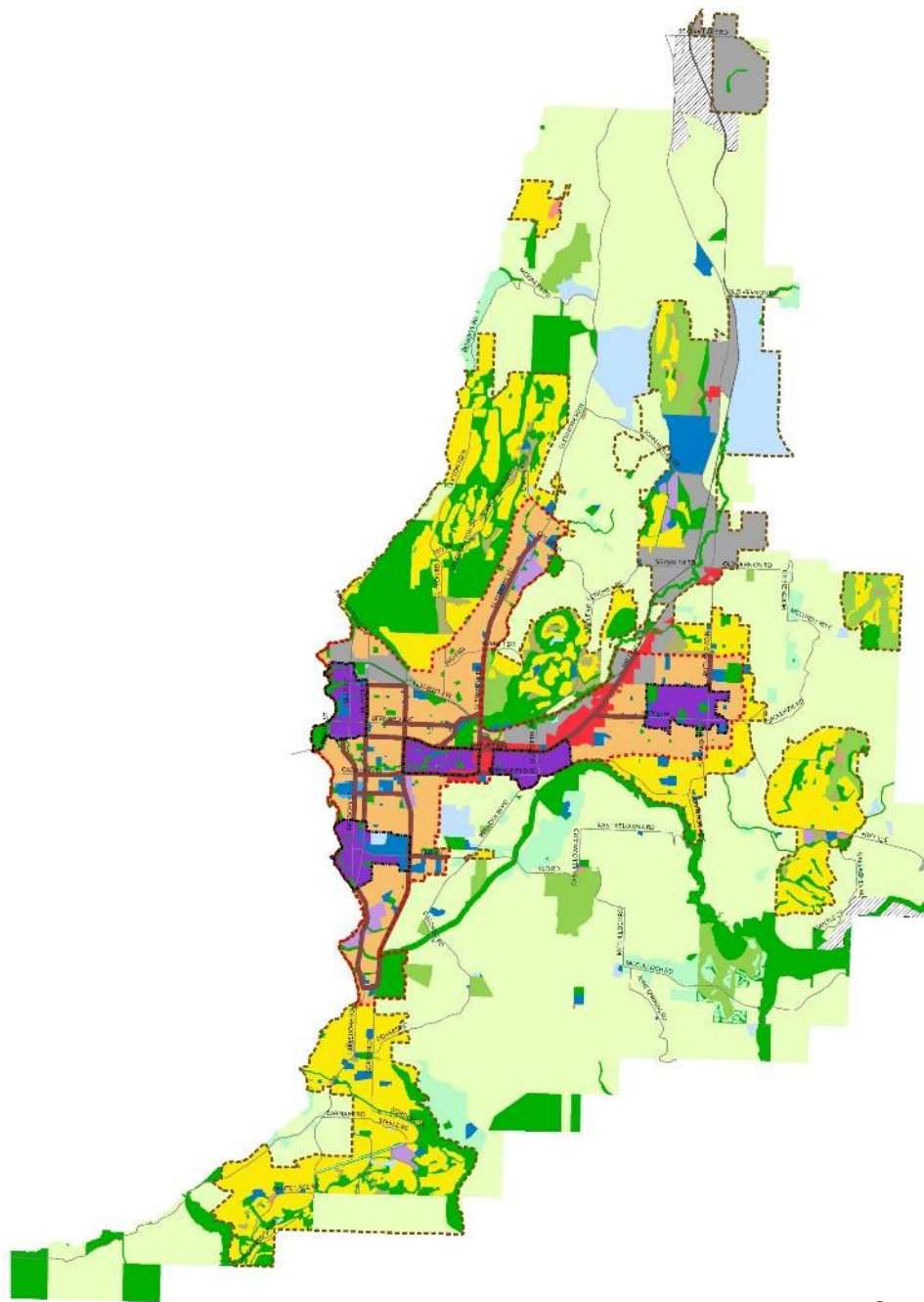
Protect industrial lands

Priorities for parks and public space



Legend

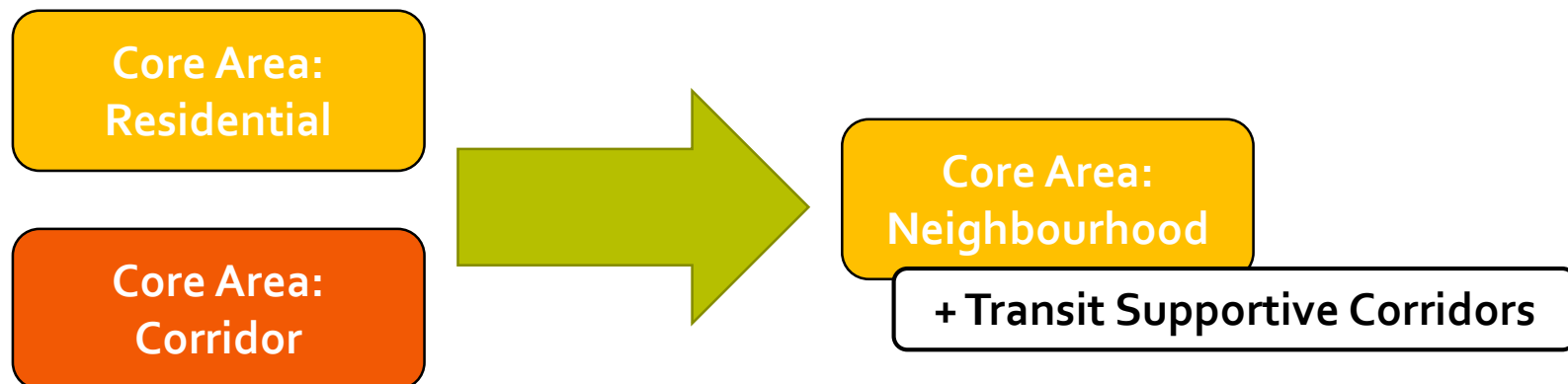
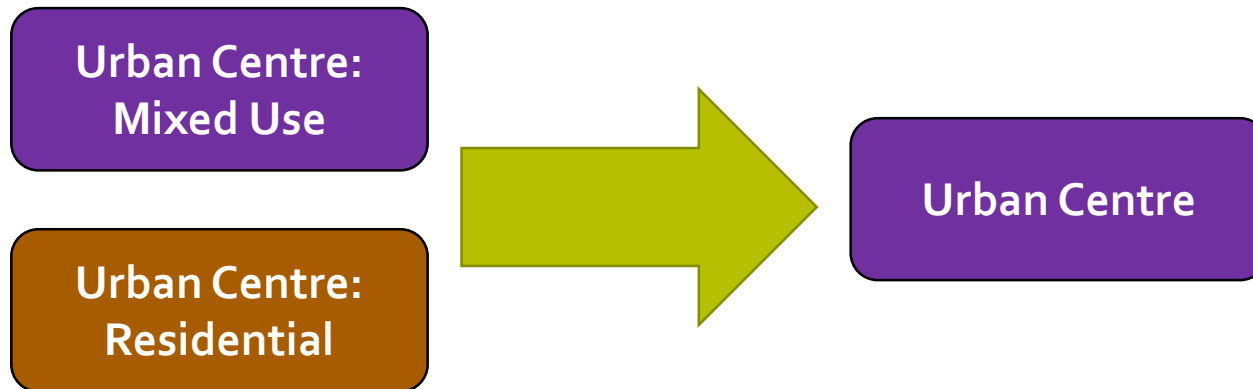
-  Urban Centre
-  Core Area
-  Permanent Growth Boundary
-  Multimodal Urban Corridors
-  UC - Urban Centre
-  VC - Village Centre
-  C-NHD - Core Area Neighbourhood
-  C-HTH - Core Area - Health District
-  S-RES - Suburban Residential
-  S-MU - Suburban Multiple Unit
-  R-RES - Rural Residential
-  R-AGR - Rural - Agricultural & Resource
-  RCOM - Regional Commercial Corridor
-  NCOM - Neighbourhood Commercial
-  IND - Industrial
-  EDINST - Education / Institutional
-  PARK - Park and Open Space
-  REC - Private Recreational
-  TC - Transportation Corridor
-  PSU - Public Service Utilities
-  FNR - First Nations Reserve



Future Land Use Amendments

- ▶ Changes to Future Land Use Designations
 - ▶ Ease of use
 - ▶ Clear vision
 - ▶ Flexibility for decision making
- ▶ Amendments to the Future Land Use Map
 - ▶ Urban Centre and Village Centre boundaries
 - ▶ Planning for education
 - ▶ Seeking out new industrial lands

Fewer, Simpler Land Use Designations



Supporting Transit Through Land Use



Transit Supportive Corridors

Urban Centre
(UC)

Core Area Neighbourhood (C-NHD)

- Mix of ground oriented housing types (small lot single and two family, four plexes, row housing)
- Small scale commercial and other complimentary uses
- Low rise apartment housing and mixed use along Transit Supportive Corridors

Transit Supportive Corridor

- Streets signaled for more frequent transit and other models of transportation
- Connects Urban Centres and Village Centres

Urban Centre
(UC)

Transit Supportive Corridors



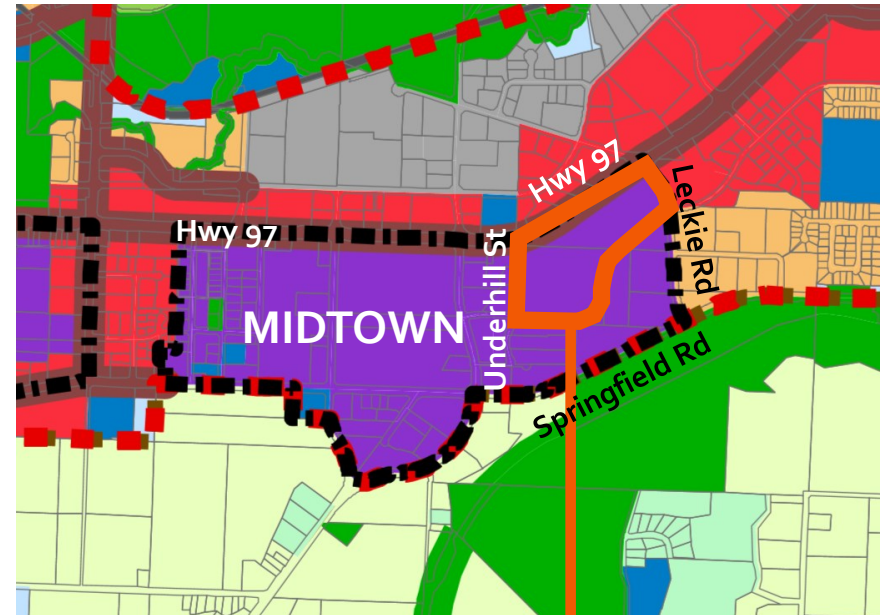
Refining Urban Centres

Downtown



Properties retracted from
Urban Centre

Midtown

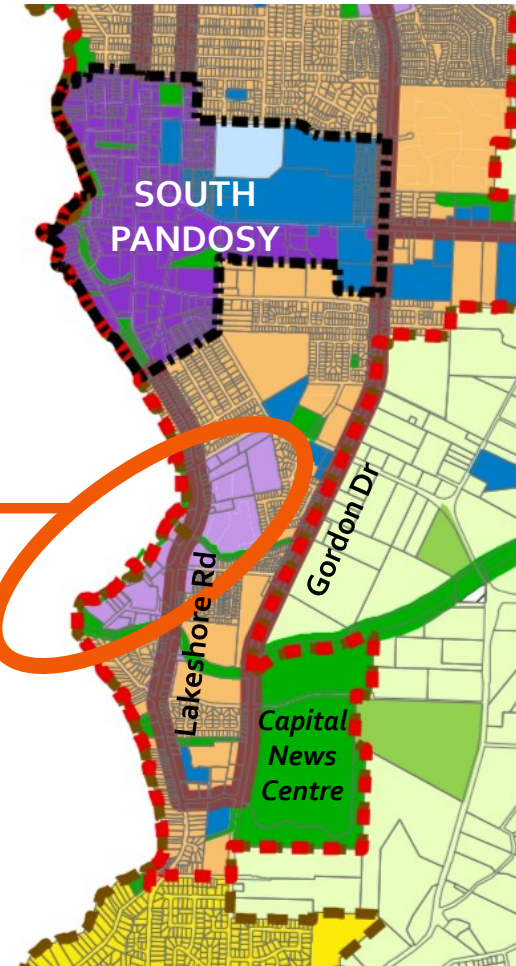


Properties added to
Urban Centre

Lakeshore Village Centre Expansion



Proposed for Lakeshore
Village Centre



Providing Space for Education



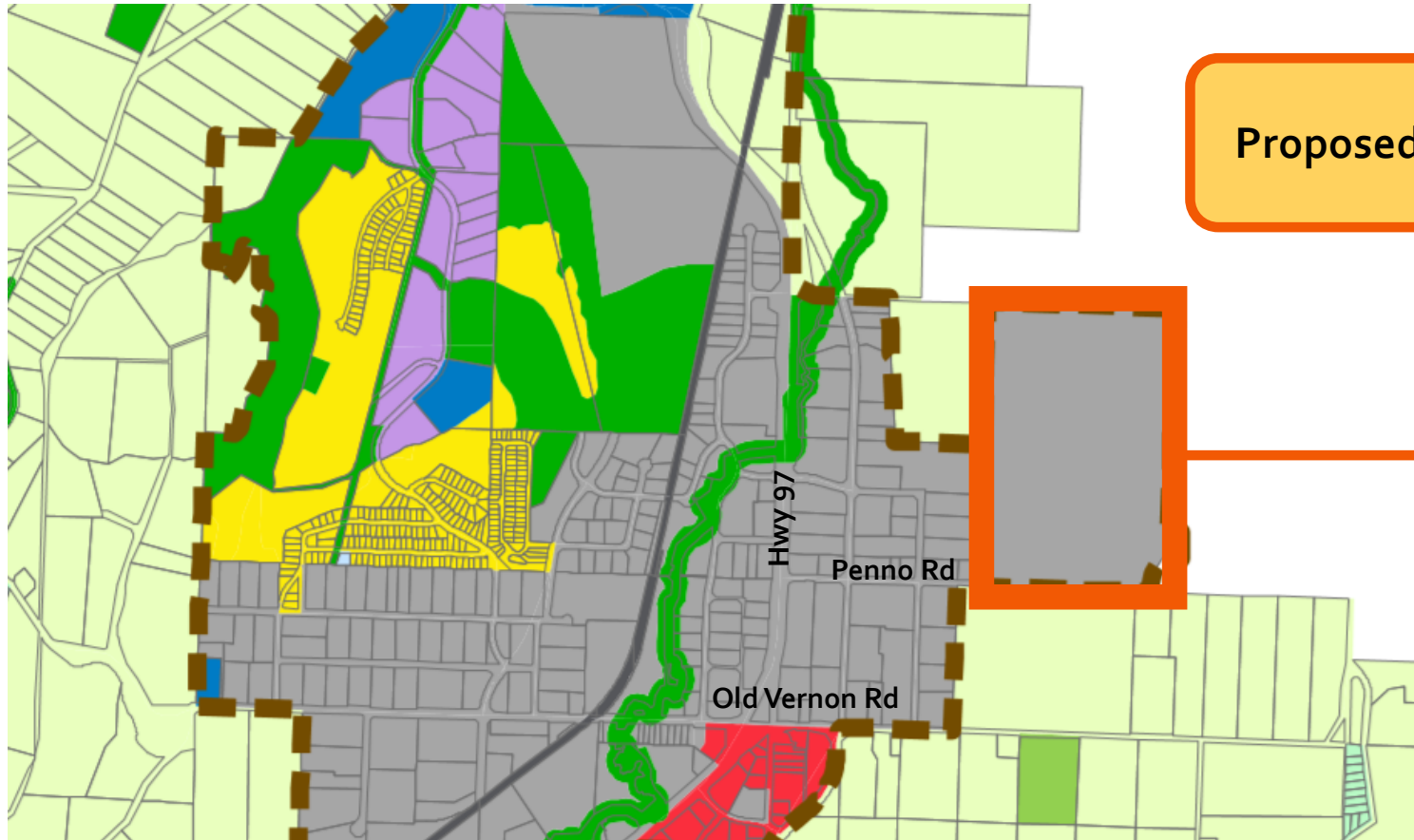
Proposed for Educational /
Institutional

Providing Space for Education

Proposed for Educational /
Institutional



New Industrial Lands



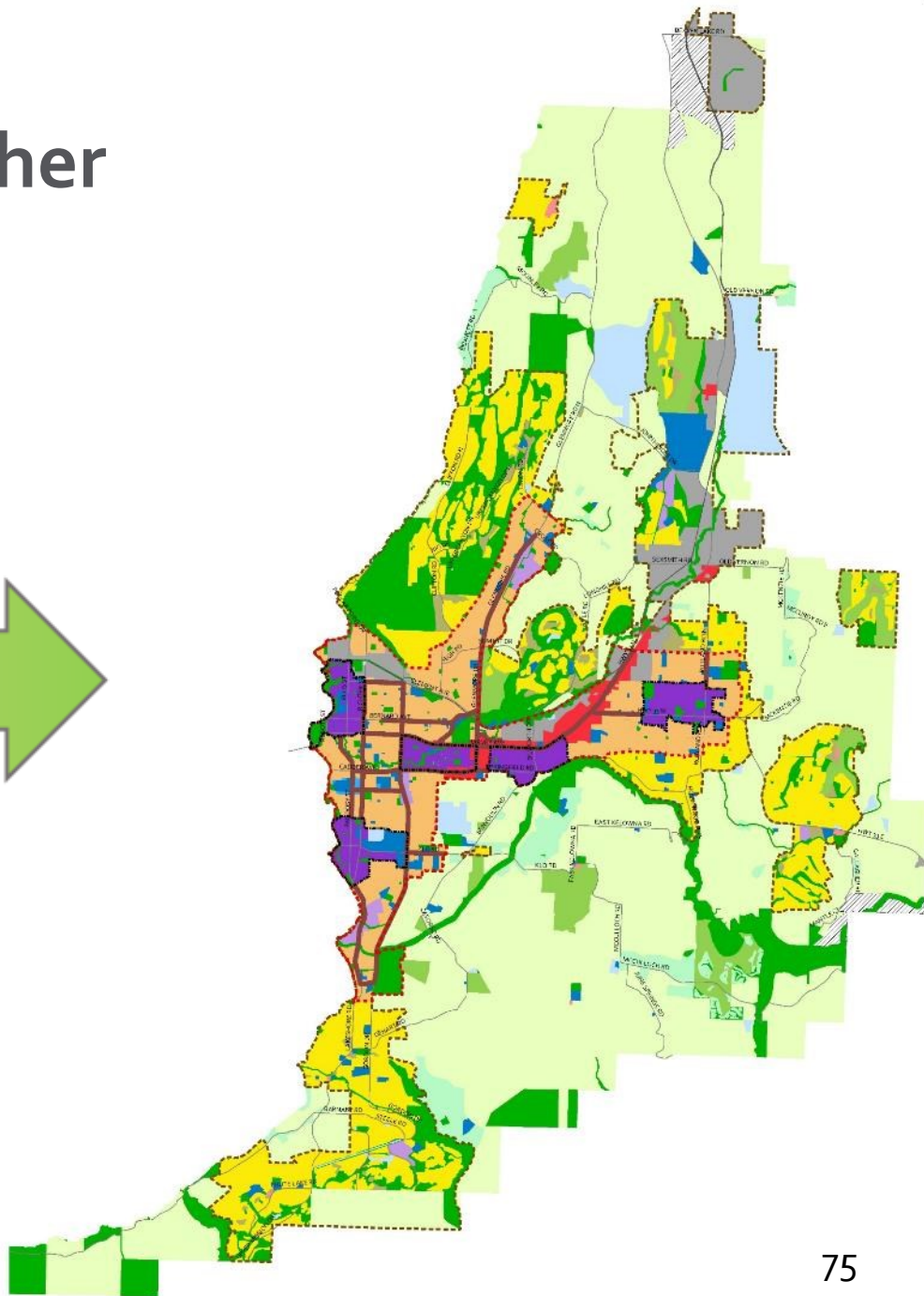
Proposed for Industrial

How It All Fits Together

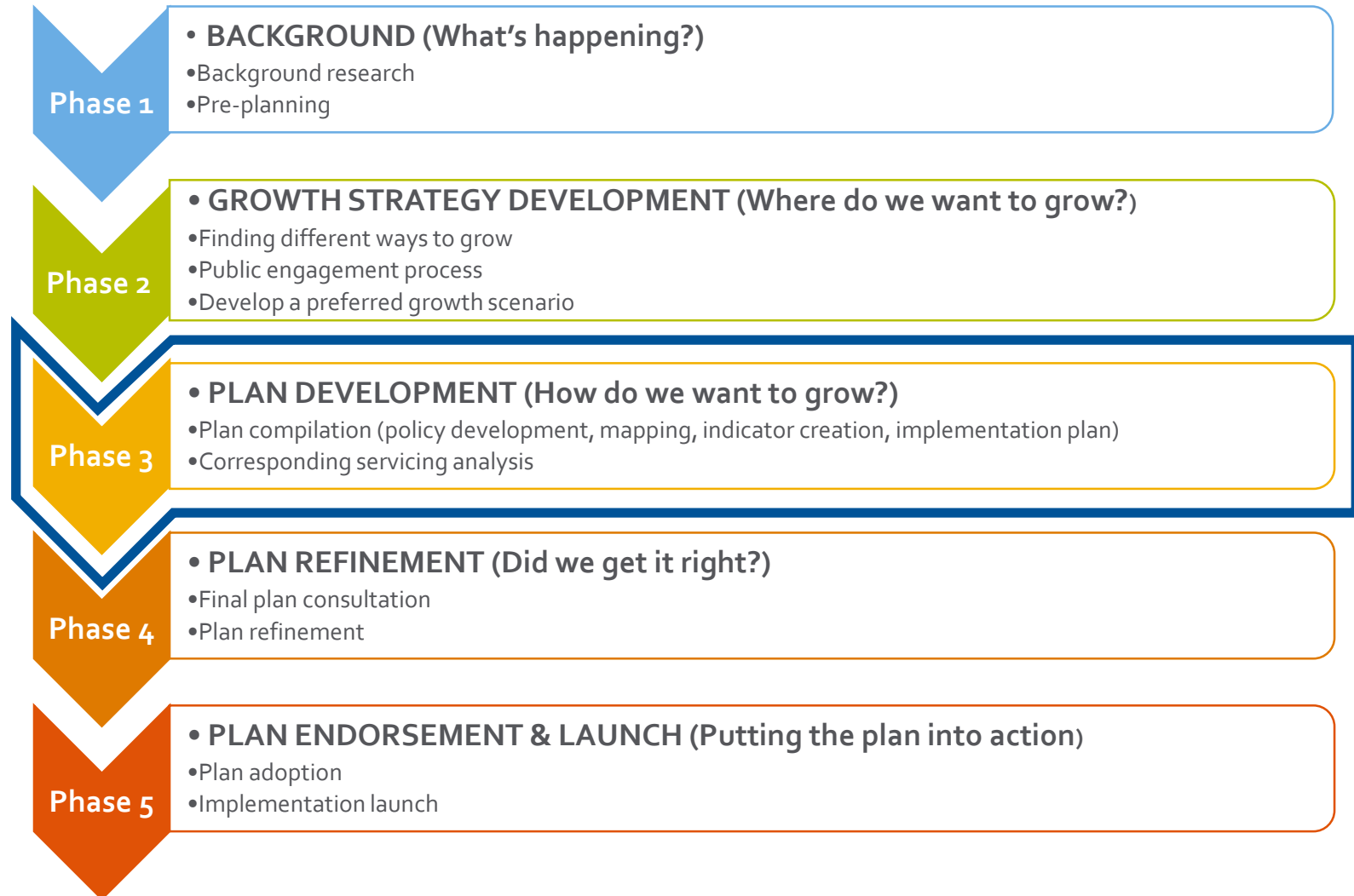
Medium and high density development
Mixed use development
Key destinations focused
Transit-oriented development

Compact urban development

Robust ped and cycling networks
High quality transit service
Greater transportation choice
Concentrated infrastructure



OCP 2040 Process

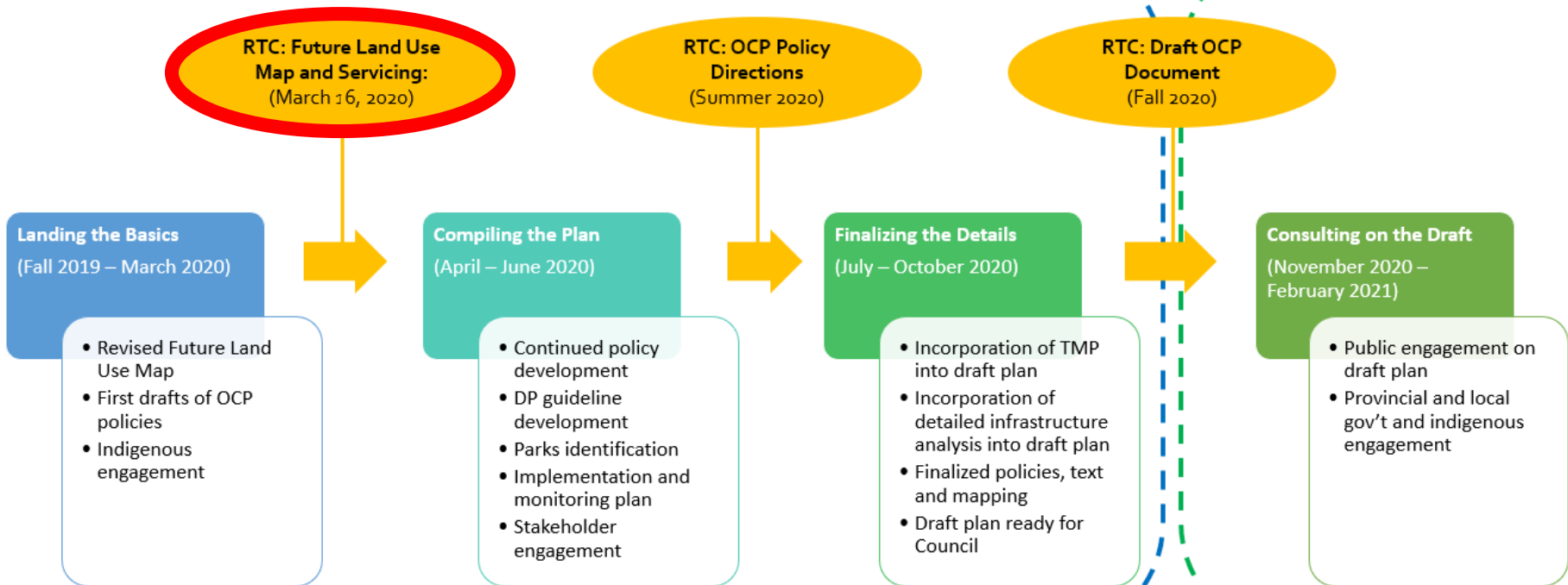




Next Steps

PHASE 3: PLAN DEVELOPMENT (How do we want to grow?)

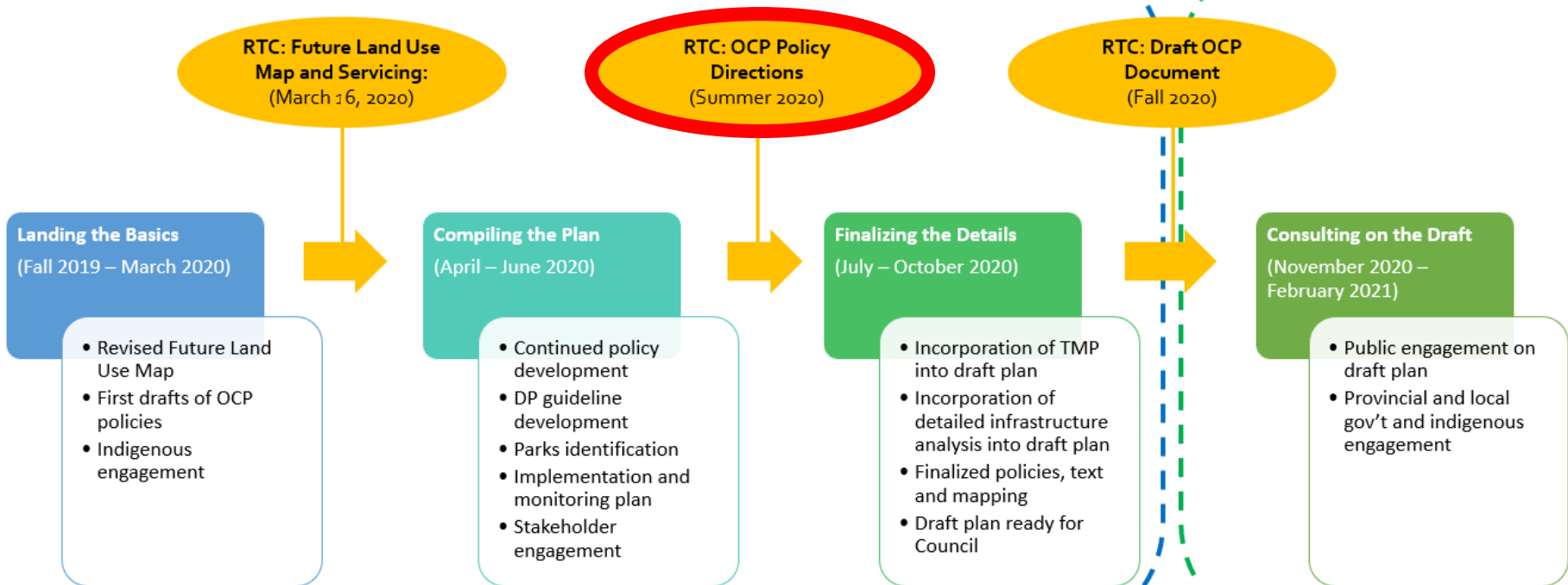
PHASE 4: PLAN REFINEMENT (Did we get it right?)



Next Steps

PHASE 3: PLAN DEVELOPMENT (How do we want to grow?)

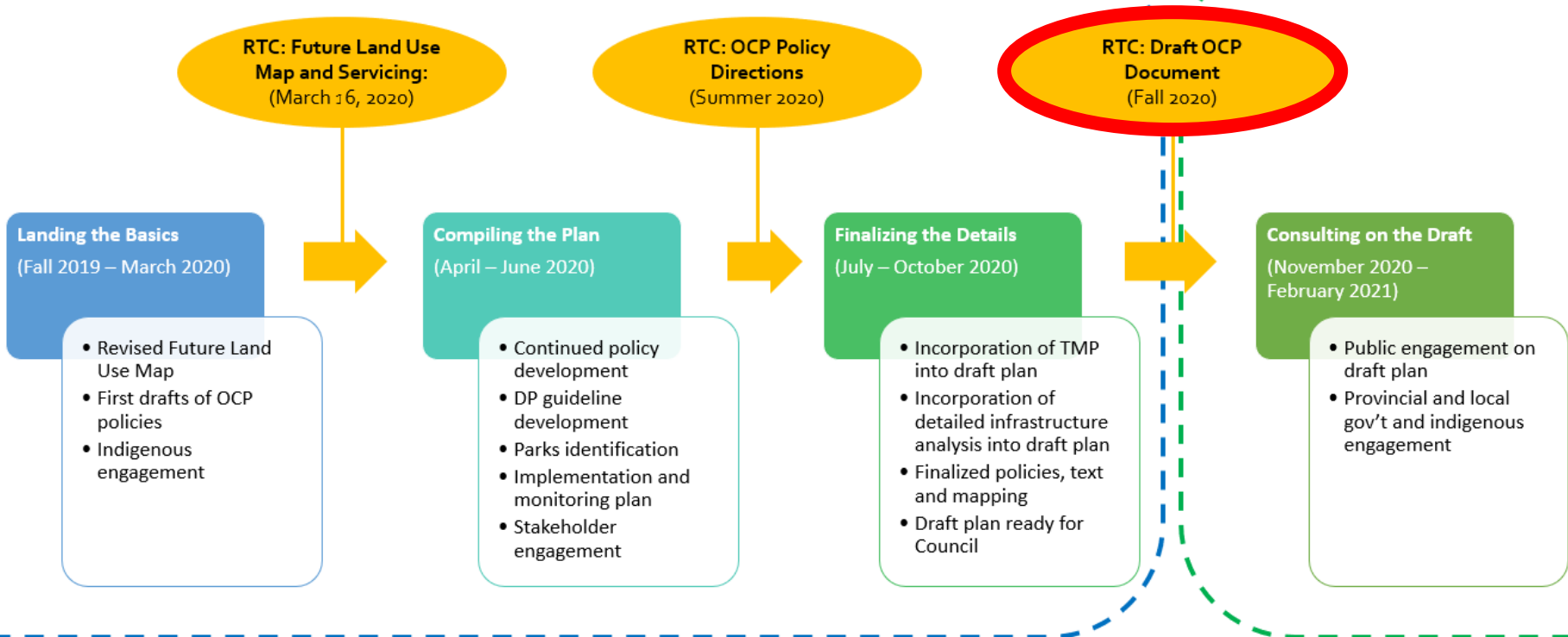
PHASE 4: PLAN REFINEMENT (Did we get it right?)



Next Steps

PHASE 3: PLAN DEVELOPMENT (How do we want to grow?)

PHASE 4: PLAN REFINEMENT (Did we get it right?)





Questions?



Our Kelowna as we Grow 2040



Report to Council



Date: March 16th, 2020
To: Council
From: City Manager
Subject: 20-Year Servicing Plan and Financing Strategy Update
Department: Infrastructure Engineering

Recommendation:

THAT Council receives, for information, the report from the Infrastructure Engineering Manager dated March 16, 2020, with respect to the 20-Year Servicing Plan and Financing Strategy update, in conjunction with the 2040 Official Community Plan;

AND THAT Council direct staff to prepare infrastructure servicing options outlining service levels and associated costs for consideration in future reports to Council.

Purpose:

To introduce infrastructure cost models for parks, transportation and utilities to service the 2040 Growth Scenario and to provide an overview for the discussion for future reports that will facilitate Councils input for the appropriate infrastructure servicing strategy.

Background:

Imagine Kelowna outlines the community's vision for the future. Imagine Kelowna informed the 2040 Growth Scenario and provides direction to develop the Official Community Plan. Servicing the OCP is about more than just providing pipes, roads and parks to accommodate a growing population. Having a network of well-maintained infrastructure and amenities is essential to our quality of life and helps to create equity, support economic development, increase prosperity, and create jobs. As Kelowna continues to grow, we need to make strategic, long-term infrastructure investments to enhance the sustainability and resilience of our city. Ultimately, a financing strategy will have to be developed with a cost that City Council and the community will support and adopt as a blueprint for future development.

This report was preceded by the 2040 Infrastructure Impact Analysis report to Council (August 12th, 2019) that provided a high-level qualitative review of the infrastructure impacts associated with the 2040 Official Community Plan (2040 OCP) Growth Scenario. This report builds on the previous report and provides quantitative costing and service level information for the 2040 Growth Scenario for five major servicing areas – water, wastewater, drainage, transportation and parks. A service level approach is used to communicate costs as infrastructure costs are a function of the service level

provided. This report will introduce infrastructure servicing costs, service levels and provide a basis for future reports that will facilitate Councils input for the appropriate infrastructure servicing strategy.

Discussion:

The 2040 OCP will establish future direction for land use and development for the next 20-Years and align with the vision of Imagine Kelowna. The Council endorsed 2040 Growth Scenario (Figure 1) accommodates the expected 25,000 new residential units to support a population increase of 50,000 by focusing growth in urban areas, a departure from the 2030 OCP. To achieve this, servicing the 2040 OCP will require investments in transportation, parks and utilities (water, wastewater and stormwater).

Updating the 20-Year Servicing Plan early in the OCP development process highlights the infrastructure servicing challenges so the City can make the necessary decisions to optimize investment where and when it is most needed, and balance wants versus needs. Fortunately, the Council endorsed Growth Scenario directs most of the future population growth to our Core Area and Urban Centres, which equates to a more compact, denser development pattern where infrastructure can be more efficiently utilized by a greater percent of our community population. By optimizing growth, the City can make efficient and effective use of infrastructure, ensuring a better return on investment for taxpayers and move our community toward the Imagine Kelowna vision.

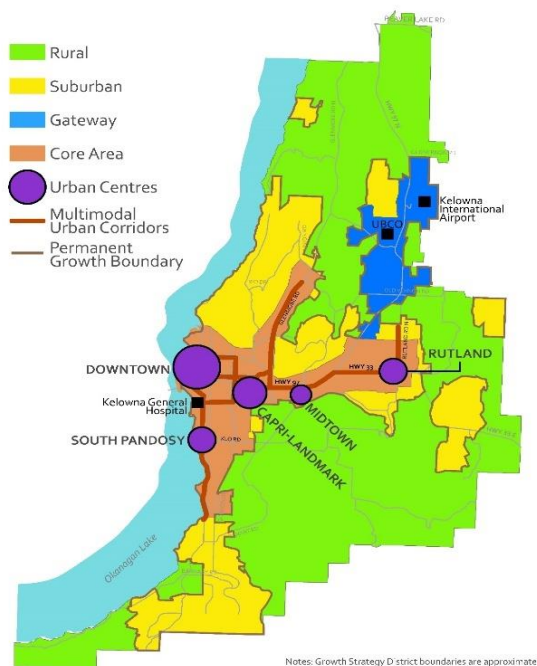


Figure 1 - 2040 Growth Scenario.

20-Year Servicing Plan and Financing Strategy (DCC Program):

The City's 20-Year Serving Plan and Financial Strategy forms the basis of the DCC program and outlines the major servicing needs required to service growth projected in the OCP. The DCC program is governed by the Local Government Act and permits only certain eligible growth-related infrastructure to be funded:

- Transportation,
- Wastewater,
- Water,
- Drainage and,
- Parkland Acquisition and Improvement.

The City's DCC program includes all the above infrastructure categories except Drainage infrastructure.

The DCC program is only one stream for financing an OCP as it cannot be used to fund certain non-eligible growth-related infrastructure like fire halls, police buildings, recreation and cultural centers, public works yards or administrative buildings, transit, etc. This report will focus on DCC eligible infrastructure only. Future reports will build on this report and examine all infrastructure needs up to 2040.

The DCC program forms a large component of the capital program making up approximately 40% of the City's infrastructure needs for the next 20-years and supports infrastructure investment totaling \$993 million. This investment is funded by development through DCCs and developer constructed works and by City sources including taxation, utility fees and grants. In general, the DCC program is funded 2/3 by development and 1/3 through City sources. Therefore, a change to the DCC program has a direct impact on the level of matching taxation and utility funding.

Funding Models:

The 2040 Growth Scenario predicts the addition of 25,000 new units to support a population increase of 50,000. The implications of the adopted 2040 Growth Scenario on the updated DCC program was analyzed through four funding models applied to five (DCC eligible) infrastructure service areas – water, wastewater, stormwater, transportation and parks as illustrated in Figure 2.

- **Model A** – the current DCC program to 2040 or the business as usual (BAU) condition with the total DCC program matching the anticipated growth rate, with no increase to DCC unit rates and proportional funding from taxation and utility funding. Estimates to achieve this model by 2040 are at \$1.2 billion.
- **Model B** – Model A (BAU) plus 10% increase to DCC program. *Results not presented in this report but will be included as part of more detailed review in future Council reports.*
- **Model C** - Model A (BAU) plus 20% increase in DCC Program. Estimates to achieve this model by 2040 are at \$1.46 billion.
- **Model D** (Accelerated) - considers the cost implications of implementing the full vision of Imagine Kelowna within the 2040-time horizon. Estimates to achieve this model are \$1.9 billion.

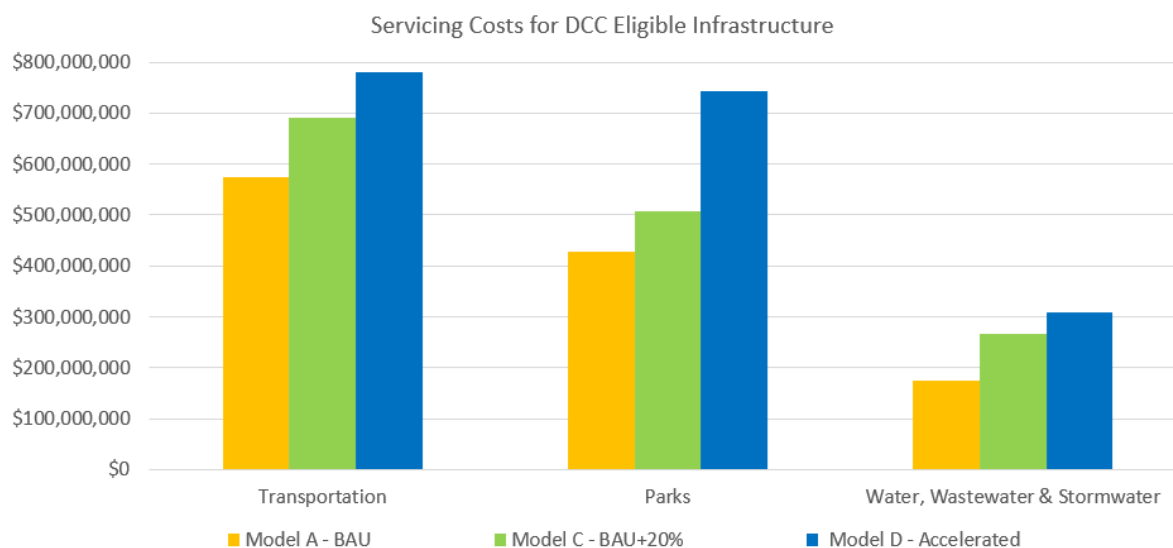




Figure 2 - Three funding models for infrastructure servicing for DCC eligible infrastructure. BAU represents business as usual.

All four models support infrastructure needed to service the 2040 Growth Scenario and align with the vision of Imagine Kelowna, however, the difference between the 4 options is the pace of infrastructure investment. Model A supports a slower pace of infrastructure investment compared to Model D but both models align and make progress towards the full vision of Imagine Kelowna.

The following sections introduce the anticipated service levels associated with three of the funding models. Staff representing each service area will return to Council later to discuss in detail service level impacts and costs and receive direction from Council as to the appropriate servicing strategy. Future reports will include the results from all 4 funding models including **Model B**, which was not presented in this report to reduce content and simplify the report. Timing of subsequent Council reports is discussed later in this report.

Transportation: While option evaluation is still on-going for the Transportation Master Plan (TMP), it is not too early to provide some estimates of transportation service levels for the potential DCC Program funding models. Transportation is unique in that, as the City focuses growth in the urban centres and Core Area, the historic approach of building out our roadway network in the suburbs will need to shift to investments that help move more people through the core area in same amount of road space. While this is generally a cost-effective approach to servicing growth, it will mean shifts in how the City prioritizes and allocates budget for transportation. For example, more funding will be needed for transportation options that connect our urban centres, such as transit service, which is not currently funded through the DCC Program.

While about half of transportation funding is outside of the DCC program, the focus of this report is primarily on the DCC eligible transportation categories, which includes active transportation and roads. The transportation team will be coming with a report in the coming weeks that looks at funding across all the transportation categories comprehensively.

Transportation			Current Program to 2040 Model A		Funding Increase 20% Model C		Accelerated Model D	
	Category		Funding Increase	Service Level	Funding Increase	Service Level	Funding Increase	Service Level
DCC Program	 Active Transportation		BAU	↔	Moderate	↑	Moderate	↑
	 Roads		BAU	↓	Moderate	↔	High	↔
	Cost		\$574 million		\$690 million		\$780 million	






- **Model A - Current DCC Program to 2040:** Funding for the DCC eligible transportation categories would remain about the same as today – aligning with the business as usual transportation budget forecast for 2040. Investments in active transportation corridors would continue but would not be enough to complete the Pedestrian and Bicycle Master Plan. Investment in many of the road projects in the current 10-year Capital Plan would continue, but overall traffic congestion levels would continue to rise. The reason for this is that even though the endorsed growth scenario will help reduce the amount of driving per person in the future, the total amount of driving is still anticipated to increase because of population growth and a booming economy. While overall traffic congestion in the peak periods is expected to increase in 2040 in all funding scenarios, investments to help encourage mode shift and better manage our roadways can help reduce the rate at which traffic congestion intensifies.

- **Model C - Funding Increase 20 %:** Funding increases to active transportation and roads would allow some additional projects to be built. Examples include new capital programs to fund roadway intersection capacity and safety improvements, additional projects in the Pedestrian and Bicycle Master Plan, investments in urban centre streetscaping in the Rutland, South Pandosy and Downtown urban centres, and the highest priority projects to be identified in the Okanagan Gateway Transportation Study. In 2040, service levels for active transportation would improve; for driving, service levels would improve in 2040 compared to the current funding program.
- **Model D - Accelerated:** This model supports additional active transportation and road projects. Some examples include the Sutherland Complete Street extension (Spall to Dilworth) as identified in Capri-Landmark Plan, a new ATC corridor and intersection improvements along Springfield Road, and more fully funding the suite of projects to be identified in the upcoming Okanagan Gateway Transportation Study. In 2040, service levels for active transportation would improve; for driving, service levels would improve in 2040 compared to both the Current and 20% Increase funding models. It is important to note that this funding model reflects current best estimates, but as option evaluation for the TMP is still underway, the estimate for fully funding Imagine Kelowna will likely be updated moving forward.

As mentioned, many transportation categories, including those needed to support the 2040 OCP Growth Scenario, are not DCC eligible, including transit service. Funding these categories will need to rely more on taxation and other funding sources. Since DCC-eligible transportation projects also include taxation support from the City, it will be important to look at funding both the DCC-eligible and non-eligible transportation categories comprehensively.

It should also be noted that the current funding model is largely based on existing plans. Part of developing the TMP will include identifying opportunities to reprioritize and increase efficiencies, which will enable staff to bring forward the most cost-effective suite of transportation projects needed to support the 2040 OCP Growth Scenario. Moving forward, staff will continue the TMP option evaluation, and will come back to Council in the coming weeks with a report that discusses transportation funding challenges and opportunities in more depth, followed by a transportation scenario workshop anticipated later this spring.

Parks: The previous 2040 OCP Park and Open Space report (March 9th, 2020), detailed the importance of parks in creating vibrant and livable cities and the key role they play in the supporting the visionary goals of Imagine Kelowna, the 2040 OCP's Growth Strategy, and the 2019-2022 Council Priorities. Acquiring parkland in pace with growth, especially for local (neighbourhood and community) parks, will ensure that Kelowna will continue to benefit from the social, environmental and economic opportunities they provide to residents both in the immediate vicinity and the overall community. However, the challenge, based on the endorsed 2040 Growth Scenario, is the shift in future park locations away from suburban sites to the more densely urbanized and constrained sites in the urban centres and the City core where land costs are much greater. Maintaining public access to the lake also remains a high priority but is a challenge due to the cost of lakefront property.

Parks			Current Program to 2040 Model A		Increase Funding 20% Model C		Accelerated Model D	
	Category		Funding Increase	Service Level	Funding Increase	Service Level	Funding Increase	Service Level
DCC Program	 Neighbourhood Park (Ha)		BAU	↓	High	↓	High	↔
	 Community Park (Ha)		BAU	↓	High	↓	High	↔
	 City-wide Park (Ha)		BAU	↓	Moderate	↓	High	↔
	 Recreational Park (Ha)		Low	↑	Low	↑	BAU	↔
	 Linear Park (Km)		BAU	↔	BAU	↔	BAU	↔
Cost			\$427 million		\$507 million		\$744 Million	

Model D - Accelerated: Model D establishes a scenario in which the overall visionary goals are achieved by meeting the current City's parkland acquisition standards through the 20-Year Servicing Plan. Model D provides local parks within the City's core area and five urban centres in line with the projected growth. Model D also maintains a strong balance between lakefront and other city-wide parks and expands each of the existing recreational parks. Model D is the most costly, due to the higher land costs in these areas compared to other sectors. The high costs associated with acquisition and development are offset by the benefits of livability and walkability for the new growth, and active living options for a greater number of residents living in urban areas.

The other funding models (**Model A & Model C**) are based on more conservative funding levels than Model D. The level of service in response to growth is reduced significantly, with the greatest impact on the reduction of local neighborhood and community parks in the urban centres and Core Area. Local parkland acquisition ranges from 27% - 43% of the current neighbourhood and community park standards, depending on the funding model.






In order to maintain an overall parkland acquisition rate of 2.2 Ha / 1,000 population growth, any reduction of parkland in urban areas can be offset through acquisition of more sites for recreational, city-wide, or linear park use elsewhere in the City. However, the model also relies on alternate policies

and different park solutions outside the 20-Year Servicing Plan in order to achieve the vision of Imagine Kelowna and the 2040 OCP Big Moves.

Water: Water Infrastructure requires that supply and water quality are managed well in advance of immediate need. Knowing where growth is occurring are key to assuring that water treatment, transmission and supply programs meet future population need. Water utilities are governed by Provincial regulation, and so by definition, the Level of Service should not reduce.

Future development impacts to the Year 2040 require water utility improvements and capacity to the core areas downtown, south of Highway 97 and up into the Kettle Valley Area. The following DCC project targets were modelled to meet growth and level of service requirements as follows:

- **Model A - Current DCC Program to 2040:** This funding model assumes that mainlines, reservoir sizing and supply needs are met with DCC funding.
- **Model C - Funding Increase 20%:** This funding model provides for additional projects that enhance water supply and fire flow capacity to the City's North Industrial area (Jim Bailey) and treatment upgrades anticipated at Poplar Point.
- **Model D - Accelerated:** This funding model provides additional resiliency and addresses water quality differences in and around community. This model would include initiating the Kelowna Water Integration Program and address growth and water quality collaboratively with other purveyors. City projects include an intake extension at Cedar Creek, completing a pump station on KLO Road and purchasing land for a future water Filtration Plant near the downtown core.

Water, Wastewater & Stormwater			Current Program to 2040 Model A		Increase Funding by 20% Model C		Accelerated Model D	
	»»»	Category	Funding	Service Level	Funding Increase	Service Level	Funding Increase	Service Level
DCC Program		Pipes (Mains)	BAU	↔	Moderate	↑	High	↑
		Lift & Pump Stations	BAU	↔	Moderate	↑	High	↑
		Treatment Facilities	BAU	↔	Moderate	↑	High	↑
		Reservoir & Filling Stations	BAU	↔	High	↑	High	↑
		Flood Mitigation Projects	BAU	↓	Moderate	↔	High	↑
Cost			\$175 million		\$268 million		\$309 Million	

Wastewater: The Wastewater infrastructure includes future needs for collection, transmission, treatment and solids management. Similar to water, the wastewater utility is regulated by the Province, so any reduction in Level of Service is scrutinized heavily, and generally assumed not permitted. For example, reductions should only occur based on poor resiliency considerations, and whether major elements might fail without backup.

Development cost funding over the next 20-Years will focus on more on collection, transmission and higher capacity lift stations in growth area. New wastewater treatment plant components will be limited to biosolids management. The major issue in the next 20-Years will be the handling of biosolids; a product of our wastewater treatment processes on Raymer. The following DCC project targets were modelled to meet growth and level of service requirements as follows:

- **Model A - Current DCC Program to 2040:** This funding model includes the initiation of a digestion process to reduce solids and extend the life of the current process using the Regional Compost Facility. By adding a mesophilic digester, biosolid volumes are reduced by 45% to a Class B biosolid to be composted later. Staff is investigating this.
- **Model C - Funding Increase 20%:** This funding model assumes a more costly Thermophilic biosolids digestion and biogas generation facility be installed, thereby reducing solids, but producing Class A biosolids which can be composted as before or land applied if compost facility capacity is reached. The collection and transmission in the Sexsmith, North Industrial, Capri and downtown Tolko area would also be enhanced.
- **Model D - Accelerated:** This funding model would see the additional infrastructure investment with the expansion of the compost facility within a fully enclosed structure.

Stormwater: Stormwater or Drainage, is currently not a self-funded utility, nor are any elements funded through the DCC program. Historically, this sector involved funding projects in a reactionary manner; generally addressing creek outlet erosion, flood repairs and renewal upgrades to a small number of the City's many minor and major systems in place. The City is reviewing the feasibility of implementing a Stormwater DCC to address growth related drainage challenges.

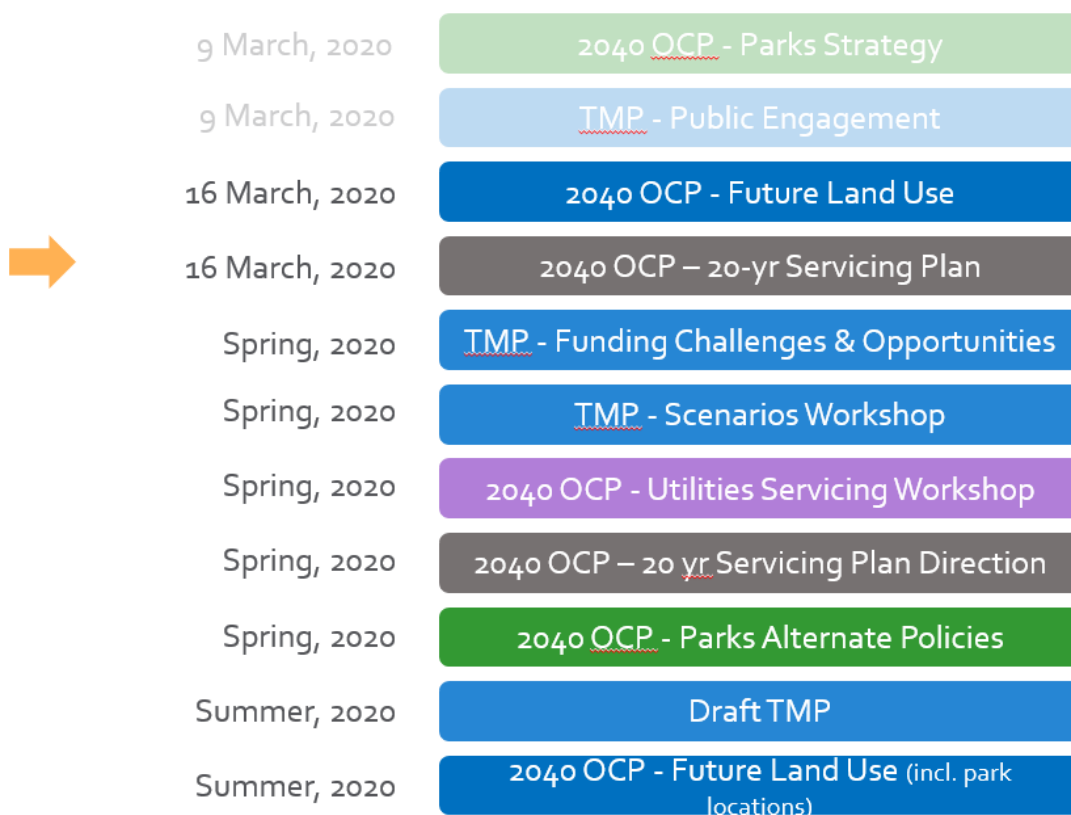
From a development perspective, DCC's could be applied to address creek and stormwater quality due to higher water discharge and poor quality effluent that impact our creeks and lake as urbanization expands. Linking this work to flood mitigation and First Nations values is one strategy available to address riparian needs and limits. Growth in core areas will include flood prone areas where mitigation will be required.

- **Model A - Current DCC Program to 2040:** Growth areas are impacted by creek flooding. The base scenario funding (i.e. grants and taxation and not DCCs) would continue to see broad decreases in levels of service for its standard drainage needs but would see a definite improvement in flood management and future mitigation. Four Mill Creek flood mitigation strategies are in place to mitigate and adapt to anticipated flooding in the downtown core.
- **Model C - Funding Increase 20%:** This funding model would introduce a DCC which would address growth areas at risk, including the Sexsmith-Appaloosa growth area, where stormwater catchment, treatment and release to Mill Creek need to be addressed.
- **Model D - Accelerated:** A stormwater DCC would allow for stormwater quality improvements in major creeks, and additional storage and attenuation projects that slow down water and adapt processes to minimize impacts to natural assets from urbanized development. This includes upgrades to major storm systems which increase capacity on ditches, storm ponds, creek outlets and outfall structures.

Next Steps:

A series of topic-specific reports has been sequenced for Council's information and/or direction in order to build the roadmap forward for each service area. Of note, the Imagine Kelowna Vision serves as the framework for all servicing areas to take vision from and be rooted within. Putting Imagine Kelowna into action is an exercise of moving from a visionary concept into implementable actions and tactics. The 2040 OCP, TMP and 20-Year Servicing Plan are the first suite of planning updates to mobilize this vision into reality.

The next few months have a series of Council reports and workshops that will build on each other to paint a collective picture of the intricate relationships of decisions in land use, transportation, infrastructure, and parks planning and how this will translate into a comprehensive financial strategy for the City to implement out to 2040. The items will be sequenced as follows:



In summary, this framework has been laid out in this sequence to help inform upcoming decisions on the financing aspects of the 2040 OCP. The City strives to balance the need for maintaining our existing assets, while expanding our network of infrastructure and amenities to support new growth.

Identifying the financial capacity upfront ensures that City's infrastructure plans are developed in a financially prudent manner, which considers the City's long-term financial health and future impacts on our ratepayers.

Financial/Budgetary Considerations:

The DCC program has been updated several times over the last ten years to ensure infrastructure costs and required DCC revenue reflect current market conditions. As recently as February 10, 2020, Council endorsed a major update to include a Parks Improvement DCC that increased the overall DCC program by \$113 million to \$993 million.

The capacity to increase DCCs further in the near term is limited and there is a risk that further increases may put financial pressure on almost all forms of new development, making it difficult for developers to acquire or assemble property for redevelopment. This would in-turn affect housing supply and affordability.

Internal Circulation:

Communication Consultant
Divisional Director, Financial Services
Divisional Director, Infrastructure
Divisional Director, Partnership & Investments
Divisional Director, Planning & Development Services
Financial Analyst
Integrated Transportation Department Manager
OCP Project Planner
Parks & Buildings Planning Manager
Policy & Planning Department Manager
Strategic Transportation Planning Manager
Utility Planning Manager

Considerations applicable to this report:

Legal/Statutory Authority:
Legal/Statutory Procedural Requirements:
Existing Policy:
External Agency/Public Comments:
Communications Comments:

Submitted by:

J. Shaw, P.Eng
Infrastructure Engineering Manager

Approved for inclusion:



A. Newcombe, Infrastructure Divisional Director

Attachment 1 - 20-Year Servicing Plan Update Presentation

cc: Divisional Director, Corporate Strategic Services
Divisional Director, Financial Services
Divisional Director, Human Resources & Community Safety
Divisional Director, Infrastructure
Divisional Director, Partnership & Investments
Divisional Director, Planning & Development Services



20-Year Servicing Plan Update

March 16th, 2020

Objectives

- ▶ Develop infrastructure servicing strategy that is affordable and aligns with the vision set in Imagine Kelowna.
- ▶ Provide infrastructure to adequately service 2040 Growth Scenario.
- ▶ Quantify infrastructure servicing costs to inform discussion using service level approach.
- ▶ Manage expectations and communicate challenges.

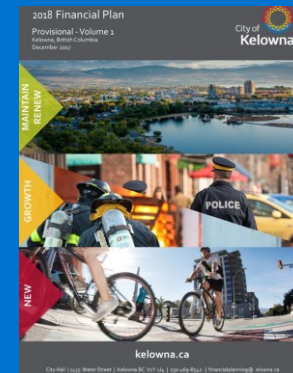
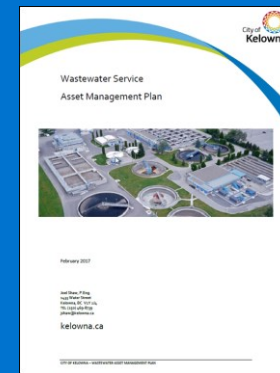
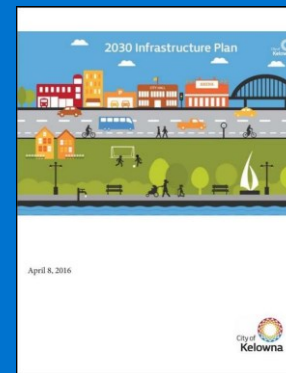
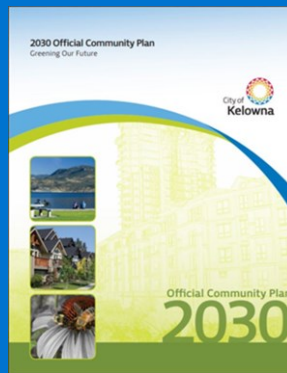
Understanding
Community Service
Expectations

Plan Continuum

Delivering Infrastructure
that supports Service
Delivery

2040 OCP

2040 Infrastructure Plan



Imagine
Kelowna

2030
OCP

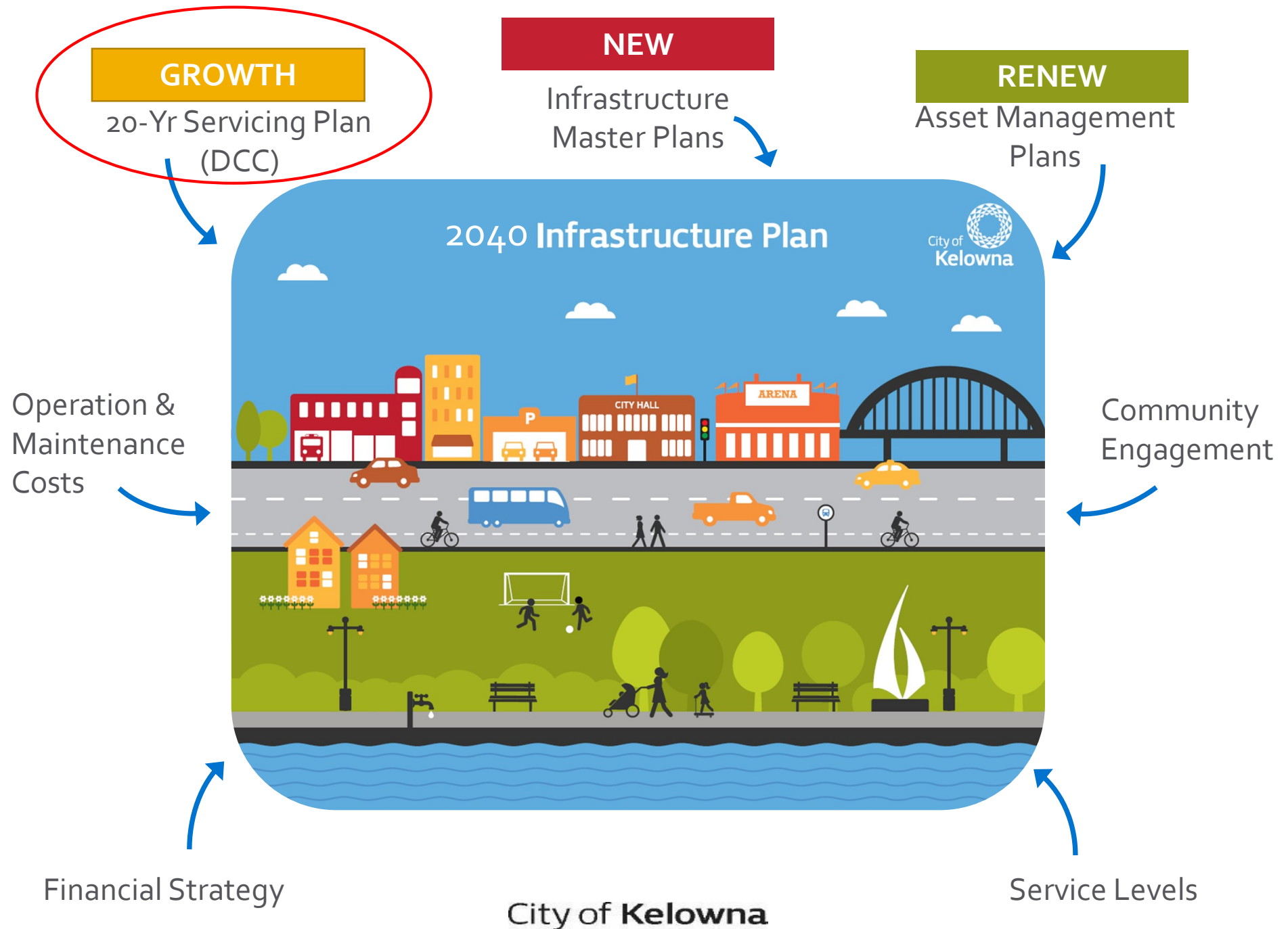
Council
Priorities

2030
Inf. Plan

10-Yr Capital
Plan
(Annually updated)

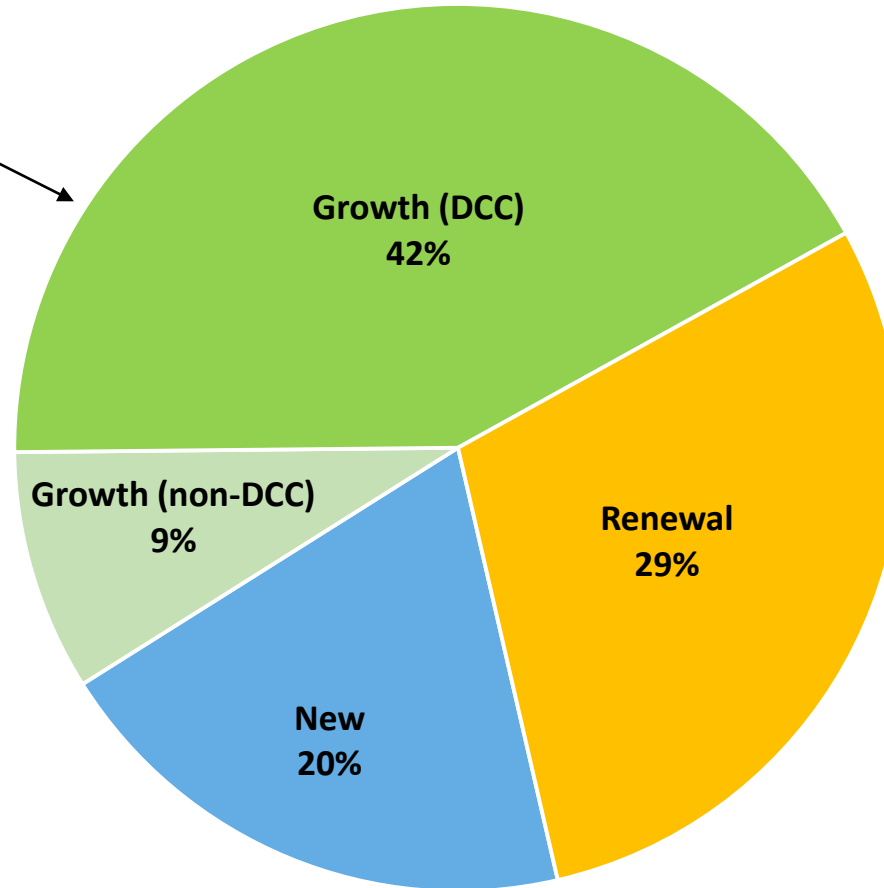
Annual Capital
Program

City of Kelowna



Capital Program

20-Year Servicing Plan
(DCC Program)



Growth Strategy

Urban Centres grow as the hubs for shopping, employment, and residential living

Transit oriented urban corridors between Urban Centres and other key destinations

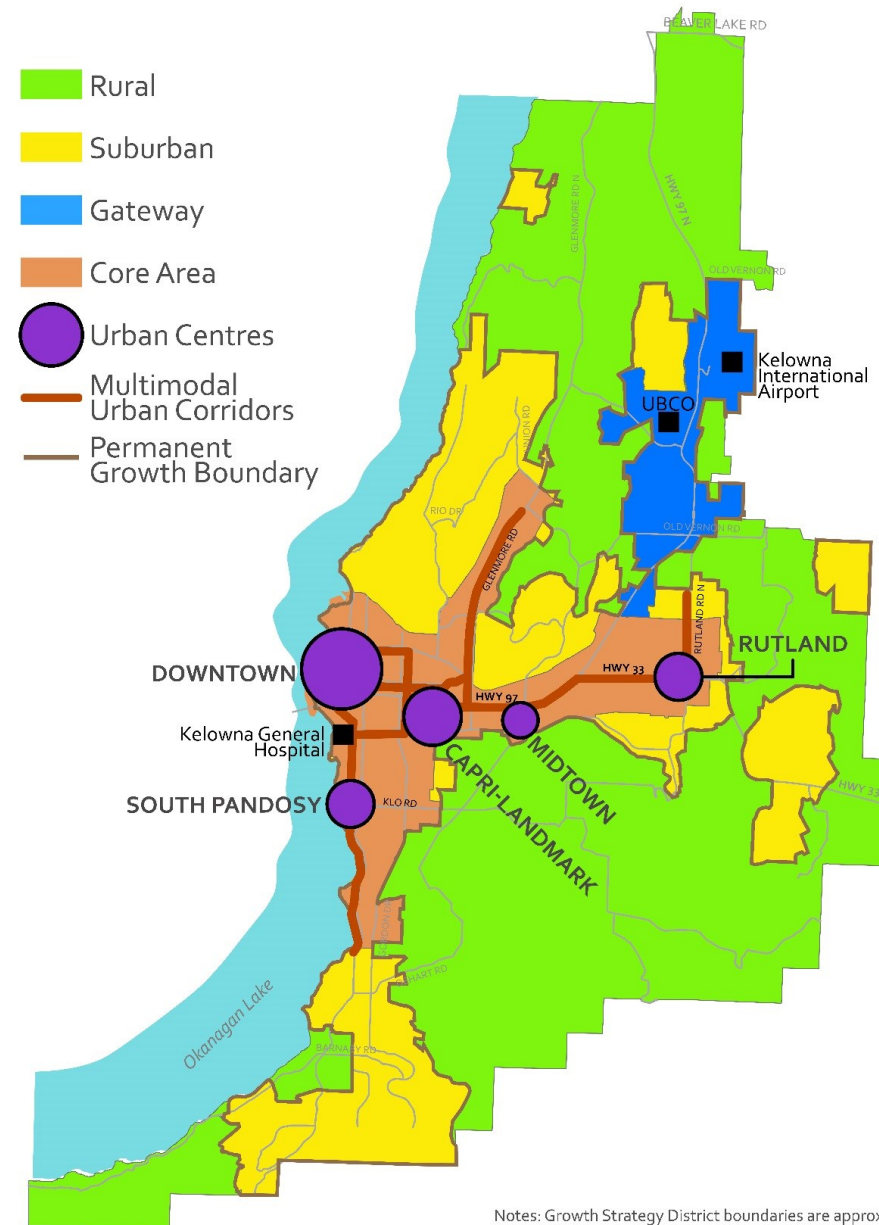
More housing variety signaled in the Core Area

Approved suburban neighbourhoods continue to grow

Protect agricultural and rural lands with the Permanent Growth Boundary

Protect industrial lands and grow other key employment hubs

Prioritize parks and public space

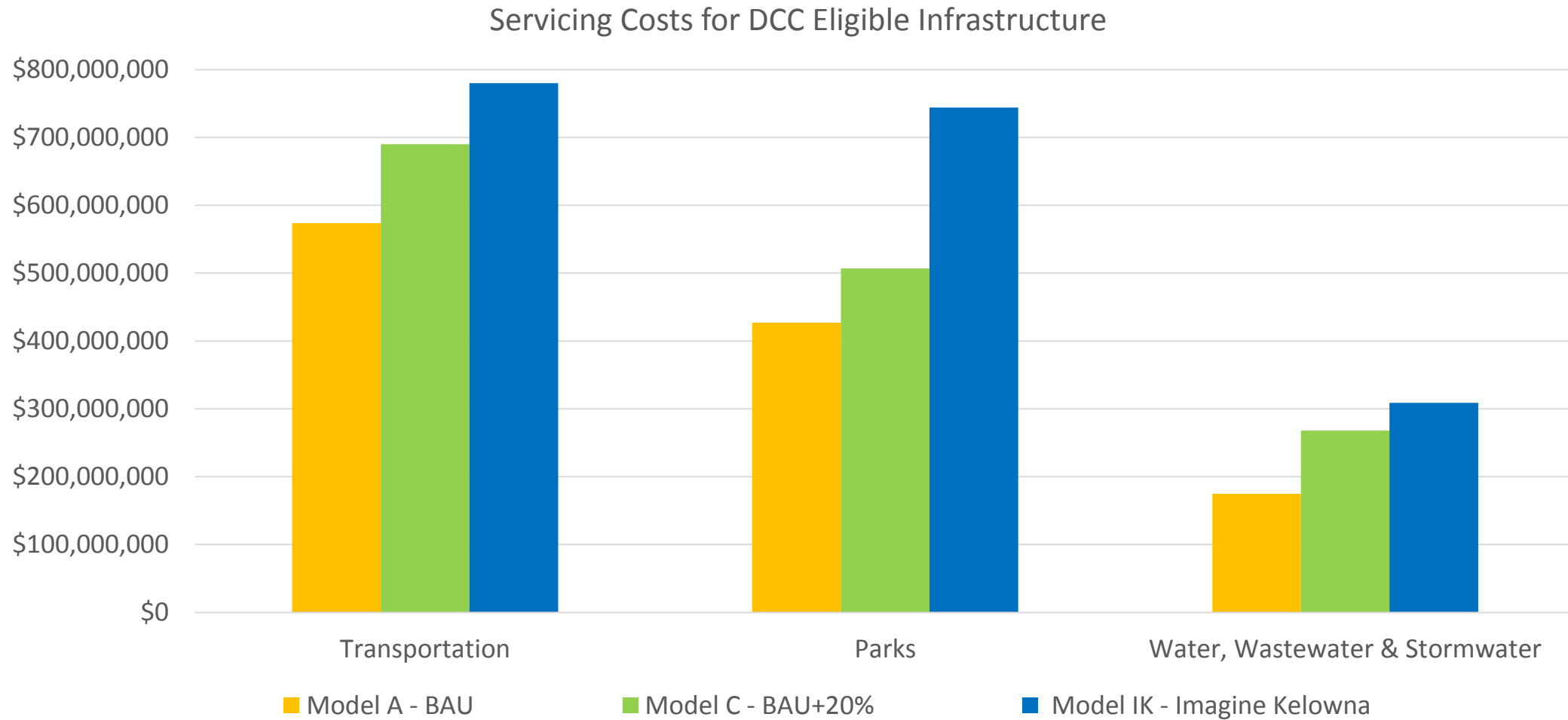


Notes: Growth Strategy District boundaries are approximate.

Funding Models






- ▶ **Model A** – the current DCC program to 2040 or the business as usual (BAU)
- ▶ **Model B** – Model A (BAU) plus 10% increase to DCC program.
- ▶ **Model C** - Model A (BAU) plus 20% increase in DCC Program.
- ▶ **Model D** (Accelerated) - considers the cost implications of implementing the full vision of Imagine Kelowna within the 2040-time horizon.

Funding Models





BAU – Refers to business as usual.






Water, Wastewater & Stormwater

Water, Wastewater & Stormwater			Current Program to 2040 Model A		Increase Funding by 20% Model C		Accelerated Model D	
	»»»	Category	Funding	Service Level	Funding Increase	Service Level	Funding Increase	Service Level
DCC Program		Pipes (Mains)	BAU	↔	Moderate	↑	High	↑
		Lift & Pump Stations	BAU	↔	Moderate	↑	High	↑
		Treatment Facilities	BAU	↔	Moderate	↑	High	↑
		Reservoir & Filling Stations	BAU	↔	High	↑	High	↑
		Flood Mitigation Projects	BAU	↓	Moderate	↔	High	↑
		Cost	\$175 million		\$268 million		\$309 Million	

Transportation

Transportation			Current Program to 2040 Model A		Funding Increase 20% Model C		Accelerated Model D	
	»»»	Category	Funding Increase	Service Level	Funding Increase	Service Level	Funding Increase	Service Level
DCC Program		Active Transportation	BAU	↔	Moderate	↑	Moderate	↑
		Roads	BAU	↓	Moderate	↔	High	↔
		Cost	\$574 million		\$690 million		\$780 million	

Parks

Parks			Current Program to 2040 Model A		Increase Funding 20% Model C		Accelerated Model D	
	»»»	Category	Funding Increase	Service Level	Funding Increase	Service Level	Funding Increase	Service Level
DCC Program		Neighbourhood Park (Ha)	BAU	↓	High	↓	High	↔
		Community Park (Ha)	BAU	↓	High	↓	High	↔
		City-wide Park (Ha)	BAU	↓	Moderate	↓	High	↔
		Recreational Park (Ha)	Low	↑	Low	↑	BAU	↔
		Linear Park (Km)	BAU	↔	BAU	↔	BAU	↔
		Cost	\$427 million		\$507 million		\$744 Million	

Timeline



9 March, 2020

2040 OCP - Parks Strategy

9 March, 2020

TMP - Public Engagement

16 March, 2020

2040 OCP - Future Land Use

16 March, 2020

2040 OCP – 20-yr Servicing Plan

Spring, 2020

TMP - Funding Challenges & Opportunities

Spring, 2020

TMP - Scenarios Workshop

Spring, 2020

2040 OCP - Utilities Servicing Workshop

Spring, 2020

2040 OCP – 20 yr Servicing Plan Direction

Spring, 2020

2040 OCP - Parks Alternate Policies

Summer, 2020

Draft TMP

Summer, 2020

2040 OCP - Future Land Use (incl. park locations)



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: March 16, 2020
To: Council
From: City Manager
Subject: Downtown Kelowna Association 2020 Budget
Department: Financial Services

Recommendation:

THAT Council approves the Downtown Kelowna Association 2020 Budget as attached to the report of the Revenue Supervisor dated March 16, 2020.

AND THAT Council approves the 2020 levy of \$1,067,297 on Class 5 and Class 6 properties located within the boundaries of the Kelowna Downtown Business Improvement Area.

Purpose:

To authorize the 2020 levy on Class 5 light industry and Class 6 business/other properties located within the Kelowna Downtown Business Improvement Area.

Background:

On September 17, 2018 Council approved the Kelowna Downtown Business Improvement Area Bylaw No. 11645. Bylaw No. 11645 established the local area (Schedule A) for the purpose of annually funding the activity of the Downtown Kelowna Association for a period of 5 years, 2019 to 2023. Council may approve the Downtown Kelowna Association's annual budget request to a maximum amount of \$1,148,954 per annum in order for the City to tax the affected properties within the improvement area boundary.

Discussion

Attached is a copy of the 2019 Financial Statements as reviewed by KPMG LLP Chartered Professional Accountants, the Downtown Kelowna Association's 2020 Budget, which includes the 2020 levy of \$1,067,297, and a list of the Board of Directors for 2019/2020 (Schedule B).

City of Kelowna staff have not participated in or assisted the Downtown Kelowna Association in preparation of their annual budget.

A representative from the Downtown Kelowna Association will be present at the Council meeting to answer any questions.

Conclusion:

It is recommended that Council approve the 2020 budget of \$1,067,297 as set out in Schedule B to be levied on the Class 5 and 6 properties included on Schedule A.

Legal/Statutory Authority:

Council may, by bylaw, grant money to a corporation or other organization that has, as one of its aims, functions or purposes, the planning and implementation of a business promotion scheme, with the establishment of a Business Improvement Area in accordance with Division 5 Section 215 of the Community Charter.

Kelowna Downtown Business Improvement Area Bylaw No. 11645

Legal/Statutory Procedural Requirements:

Council may, by bylaw, impose a parcel tax in accordance with Division 4 Section 200 of the Community Charter to provide all or part of the funding for a service.

Considerations not applicable to this report:

Existing Policy:

Financial/Budgetary Considerations:

Personnel Implications:

External Agency/Public Comments:

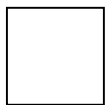
Communications Comments:

Alternate Recommendation:

Submitted by:

Angie Schumacher, Revenue Supervisor

Approved for inclusion:



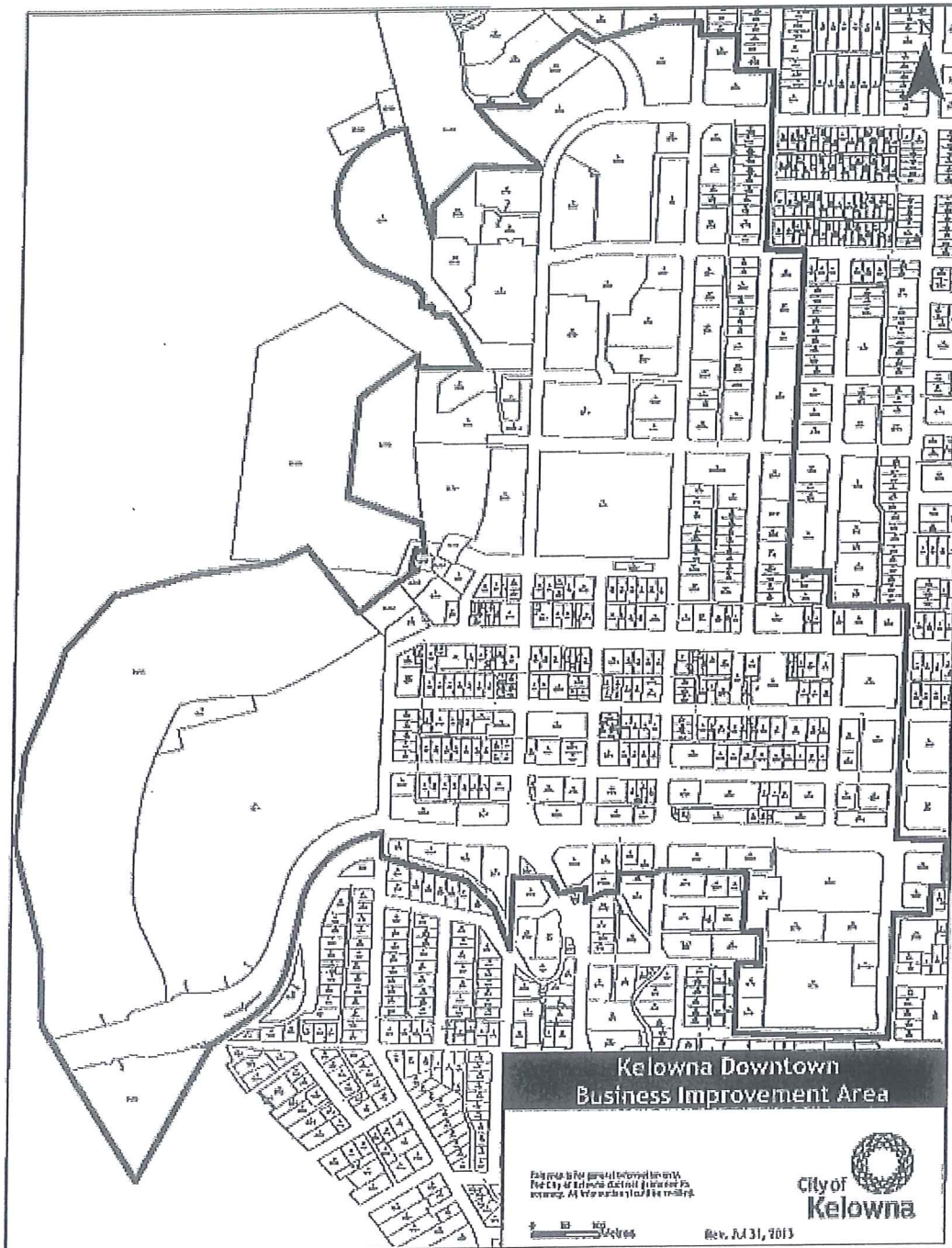
Genelle Davidson, Divisional Director, Financial Services

Attachments:

Schedule A – Kelowna Downtown Business Improvement Area Map

Schedule B – Downtown Kelowna Association Financials

SCHEDULE A - Map



Financial Statements of

**KELOWNA DOWNTOWN BUSINESS
IMPROVEMENT AREA SOCIETY**
(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)

Year ended December 31, 2019
(Unaudited)



KPMG LLP
200-3200 Richter Street
Kelowna BC V1W 5K9
Canada
Tel (250) 979-7150
Fax (250) 763-0044

INDEPENDENT PRACTITIONERS' REPORT

To the Members of Kelowna Downtown Business Improvement Area Society

We have reviewed the accompanying financial statements of Kelowna Downtown Business Improvement Area Society (operating as Downtown Kelowna Association) (the "Society"), which comprise the statement of financial position as at December 31, 2019, the statements of operations, changes in net assets and cash flows for the year then ended, and notes, comprising a summary of significant accounting policies and other explanatory information.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with Canadian accounting standards for not-for-profit organizations, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Practitioner's Responsibility

Our responsibility is to express a conclusion on the accompanying financial statements based on our review. We conducted our review in accordance with Canadian generally accepted standards for review engagements, which require us to comply with relevant ethical requirements.

A review of financial statements in accordance with Canadian generally accepted standards for review engagements is a limited assurance engagement. The practitioner performs procedures, primarily consisting of making inquiries of management and others within the entity, as appropriate, and applying analytical procedures, and evaluates the evidence obtained.

The procedures performed in a review are substantially less in extent than, and vary in nature from, those performed in an audit conducted in accordance with Canadian generally accepted auditing standards. Accordingly, we do not express an audit opinion on these financial statements.



Page 2

Conclusion

Based on our review, nothing has come to our attention that causes us to believe that the financial statements do not present fairly, in all material respects, the financial position of the Society as at December 31, 2019, and its results of operations and its cash flows for the year then ended in accordance with Canadian accounting standards for not-for-profit organizations.

Report on other legal and regulatory requirements

As required by Section 117(1)(b) of the Societies Act (British Columbia), we are required to state whether these financial statements are prepared on a basis consistent with the basis on which the financial statements that related to the preceding period were prepared. Based on our review, nothing has come to our attention that causes us to believe that the significant accounting policies applied in preparing these financial statements have not been applied on a basis consistent with that of the preceding year.

KPMG LLP

A handwritten signature in black ink, consisting of a long, sweeping horizontal line that starts under the 'K' and ends under the 'P'.

Chartered Professional Accountants

Kelowna, Canada

February 26, 2020

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY

(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)

Statement of Financial Position

December 31, 2019, with comparative information for 2018

(Unaudited)


	2019	2018
Assets		
Current assets:		
Cash	\$ 178,792	\$ 165,966
Restricted cash and cash equivalents	41,801	41,193
Accounts receivable	2,990	7,233
Prepaid expenses and deposits	-	231
	223,583	214,623
Tangible capital assets (note 2)	32,342	9,946
	<u>\$ 255,925</u>	<u>\$ 224,569</u>

Liabilities and Net Assets

Current liabilities:		
Accounts payable and accrued liabilities	\$ 28,094	\$ 33,708
Current portion of long-term debt	-	599
	28,094	34,307
Net assets:		
Invested in tangible capital assets	32,342	9,347
Internally restricted	41,801	41,193
Unrestricted	153,688	139,722
	227,831	190,262
Commitments (note 4)		
	<u>\$ 255,925</u>	<u>\$ 224,569</u>

See accompanying notes to financial statements.

On behalf of the Board:

 Director

 Director

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY

(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)

Statement of Operations

Year ended December 31, 2019, with comparative information for 2018

(Unaudited)

	2019	2018
Revenue:		
City of Kelowna - membership levy	\$ 924,198	\$ 887,407
Clean team	104,201	45,853
Downtown on call	70,000	45,000
Events	42,424	31,078
Downtown concierge	7,303	6,243
Other	608	2,931
	1,148,734	1,018,512
Expenses:		
Amortization	6,399	5,964
Business recruitment	5,734	8,776
Clean team	172,953	144,556
Communications	5,836	4,921
Downtown concierge	8,367	7,281
Downtown on call	369,940	307,772
Events	70,915	74,334
Insurance	8,325	15,219
Interest on long-term debt	-	955
Marketing and promotion	51,498	45,518
Office and administration	76,041	41,478
Professional development	2,140	6,688
Professional fees	8,159	10,786
Rent	33,296	31,337
Wages and benefits	291,562	264,339
	1,111,165	969,924
Excess of revenue over expenses	\$ 37,569	\$ 48,588

See accompanying notes to financial statements.

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY
(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)
Statement of Changes in Net Assets

Year ended December 31, 2019, with comparative information for 2018
(Unaudited)

December 31, 2019	Invested in tangible capital assets	Internally restricted	Unrestricted	Total
Net assets, beginning of year	\$ 9,347	\$ 41,193	\$ 139,722	\$ 190,262
Excess (deficiency) of revenue over expenses	(6,399)	608	43,360	37,569
Purchase of tangible capital assets	31,919	-	(31,919)	-
Repayment of long-term debt	599	-	(599)	-
Transfer of net assets	(3,124)	-	3,124	-
Net assets, end of year	\$ 32,342	\$ 41,801	\$ 153,688	\$ 227,831

December 31, 2018	Invested in tangible capital assets	Internally restricted	Unrestricted	Total
Net assets, beginning of year	\$ -	\$ 40,721	\$ 100,953	\$ 141,674
Excess (deficiency) of revenue over expenses	(5,964)	472	54,080	48,588
Purchase of tangible capital assets	4,720	-	(4,720)	-
Repayment of long-term debt	17,812	-	(17,812)	-
Transfer of net assets	(7,221)	-	7,221	-
Net assets, end of year	\$ 9,347	\$ 41,193	\$ 139,722	\$ 190,262

See accompanying notes to financial statements.

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY

(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)

Statement of Cash Flows

Year ended December 31, 2019, with comparative information for 2018
(Unaudited)

	2019	2018
Cash provided by (used in):		
Operating activities:		
Cash received from City of Kelowna	\$ 1,098,622	\$ 1,008,657
Cash received from other revenues	54,354	35,268
Cash paid to suppliers and employees	(1,110,148)	(971,372)
Interest paid	-	(955)
	42,828	71,598
Financing activities:		
Repayment of long-term debt	(599)	(17,812)
Investing activities:		
Transfer to restricted cash and cash equivalents	(608)	(472)
Purchase of tangible capital assets	(31,919)	(4,720)
Proceeds on disposal of tangible capital assets	3,124	-
	(29,403)	(5,192)
Increase in cash	12,826	48,594
Cash, beginning of year	165,966	117,372
Cash, end of year	\$ 178,792	\$ 165,966

See accompanying notes to financial statements.

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY

(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)

Notes to Financial Statements

Year ended December 31, 2019

(Unaudited)

Kelowna Downtown Business Improvement Area Society (operating as Downtown Kelowna Association) (the "Society") is a non-profit association, registered under the Society Act (British Columbia), of businesses and individuals whose purpose is to promote the downtown as a safe and desirable place to conduct business, live, work and play through the cooperative and collective efforts of its members and government. The Society is a non-profit organization under the Income Tax Act and, accordingly, is exempt from income taxes, provided certain requirements of the Income Tax Act are met.

1. Significant accounting policies:

These financial statements are prepared in accordance with Canadian accounting standards for not-for-profit organizations. The Society's significant accounting policies are as follows:

(a) Internally restricted net assets:

Internally restricted net assets consists of a contingency reserve established by the Board for approved expenses. The reserve is fully funded at all times and interest earned is retained within the reserve.

(b) Cash and cash equivalents:

Cash and cash equivalents includes cash and short-term, liquid instruments readily convertible into cash.

(c) Tangible capital assets:

Tangible capital assets are recorded at cost, less accumulated amortization. Contributed assets are recorded at fair value at the date of contribution. When Society's management determines that some or all of its tangible capital assets no longer contribute to the Society's ability to carry out its operations, the carrying amount of the assets are written down to their residual value. Amortization is provided using the straight-line method and the following annual rates:

Asset	Rate
Equipment	10-30%
Furniture and fixtures	25%
Computer equipment	30%
Leasehold improvements	lesser of remaining lease term and 20%

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY

(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)

Notes to Financial Statements (continued)

Year ended December 31, 2019

(Unaudited)

1. Significant accounting policies (continued):

(d) Revenue recognition:

The Society follows the deferral method of accounting for contributions, which include membership levy and government grants (including municipal and federal grants for clean team, downtown on call and downtown concierge). Restricted contributions are recognized as revenue in the year in which the related expenses are incurred. Unrestricted contributions are recognized as revenue when received or receivable if the amount can be reasonably estimated and collection is reasonably assured.

(e) Contributed services:

Individuals and organizations contribute numerous volunteer hours each year to assist the Society in carrying out its operations. Because of the difficulty in determining the fair value of the contributed services, they are not recognized in these financial statements.

(f) Use of estimates:

The preparation of the financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the year. Significant items subject to such estimates and assumptions include the useful lives of the Society's tangible capital assets. Actual results could differ from those estimates.

(g) Financial instruments:

Financial instruments are recorded at fair value on initial recognition and subsequently recorded at cost or amortized cost, unless management has elected to carry the instruments at fair value. The Society has not elected to carry any such financial instruments at fair value. Transaction costs incurred on the acquisition of financial instruments measured subsequently at fair value are expensed as incurred. All other financial instruments are adjusted by transaction costs incurred on acquisition and financing costs, which are amortized using the straight-line method.

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY

(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)

Notes to Financial Statements (continued)

Year ended December 31, 2019

(Unaudited)

2. Tangible capital assets:

			2019	2018
	Cost	Accumulated amortization	Net book value	Net book value
Equipment	\$ 157,940	\$ 135,422	\$ 22,518	\$ -
Furniture and fixtures	52,447	44,812	7,635	7,346
Computer equipment	7,754	5,565	2,189	1,702
Leasehold improvements	8,981	8,981	-	898
	\$ 227,122	\$ 194,780	\$ 32,342	\$ 9,946

3. Related party transactions:

During the year ended December 31, 2019, the Society incurred parking fees (expensed in wages and benefits expense) totaling \$4,061 (2018 -\$4,309) and earned event sponsorship of \$3,000 from entities affiliated with its Directors.

These transactions are in the normal course of operations or business and are measured at the exchange amount, which is the amount of consideration established and agreed to by the related parties.

4. Commitments:

The Society leases its office space under an operating lease, expiring April 30, 2024. The lease terms provide for base annual rent payments as outlined below plus additional lease costs for common area costs, utilities, property taxes and management fees.

2020	\$ 17,828
2021	17,828
2022	18,400
2023	20,824
2024	6,761
	\$ 81,641

KELOWNA DOWNTOWN BUSINESS IMPROVEMENT AREA SOCIETY

(OPERATING AS DOWNTOWN KELOWNA ASSOCIATION)

Notes to Financial Statements (continued)

Year ended December 31, 2019

(Unaudited)

5. Remuneration paid to directors, employees and contractors:

In accordance with the Societies Act (British Columbia) Section 36.1 and Societies Regulation 9.2(b):

The Directors of the Society receive no remuneration for the performance of their responsibilities as Directors.

For fiscal year ending December 31, 2019, the Society did not pay annual remuneration of \$75,000 or greater to any employees. Remuneration includes wages and taxable benefits.

6. Financial risks:

(a) Economic dependence:

The Society receives funding from the City of Kelowna through a member levy charged and collected by the City through its property tax system. The Society also receives other grant funding from the City and from federal and provincial government programs. Future operations of the Society depend on the continuation of funding from the City of Kelowna and renewal of the City's membership levy by-law. The current by-law was renewed for a five year term, expiring December 31, 2023.

(b) Liquidity risk:

Liquidity risk is the risk that the Society will be unable to fulfill its obligations on a timely basis or at a reasonable cost. The Society manages its liquidity risk by monitoring its operating requirements. The Society prepares budget and cash forecasts to ensure it has sufficient funds to fulfill its obligations. There has been no change to the risk exposures from 2018.

DOWNTOWN KELOWNA BUSINESS IMPROVEMENT AREA SOCIETY
2020 BUDGET

Revenue	2020 Budget	2019 Year End
Membership Levy	1,067,297	924,198
Downtown On Call	70,000	70,000
Downtown Clean Team	80,000	104,201
Events	63,650	42,424
Downtown Summer Team	21,000	7,303
Other	420	608
	1,302,367	1,148,734
Expenses	2020 Budget	2019 Year End
Amortization	-	6,399
Business Recruitment	7,200	5,734
Clean Team	218,511	172,953
Communications	5,300	5,836
Downtown Summer Team	43,795	8,367
Downtown On Call	432,071	369,840
Events	93,250	70,915
Insurance	8,700	8,325
Interest on long term debt	-	-
Marketing and Promotions	112,100	51,498
Office and Administration	70,766	76,041
Professional Development	6,550	2,140
Professional Fees	12,400	8,159
Rent	35,700	33,296
Wages and Benefits	295,500	291,562
	1,341,843	1,111,065
Excess/Loss of revenues over expenses	(39,476)	37,669
Net assets, beginning of Year	227,831	190,262
Net assests, end of Year	227,831	227,831

DOWNTOWN KELOWNA

July 10, 2019

The Downtown Kelowna Association Board of Directors is voted annually by the membership and serve a two year term. A property owner, leasee, or tenant located within the Downtown BIA boundary is eligible for nomination and election.

Downtown Kelowna Association Board of Directors:

President

Yarden Gershony, Rush Ihas Hardwick LLP ygershony@rihlaw.com

Vice President

Brian Stephenson, Pushor Mitchell LLP stephenson@pushormitchell.com

Treasurer

Rob Collins, Grant Thornton LLP rob.collins@ca.gt.com

Secretary

Renata Mills, Festivals Kelowna rmills@festivalskelowna.com

Past President - N/A

Directors

Taiya Ahola, Strawhouse	taiya@strawhouse.com
Shane Austin, Okanagan coLab	shane@okcolab.com
Caroline Bye, Kelowna Yacht Club	cbye@kelownayachtclub.com
Steve Harvey, Business Finders	steve@businessfinderscanada.com
David Kemp, FH&P Lawyers LLP	dkemp@fhplawyers.com
Brent Lobson, Impark	blobson@impark.com
Oktawian Kobryn, Cactus Club Café	oktawiankobryn@cactusclubcafe.com
Kyle Spence, Downtown Marina & Westcorp	kspence@westcorp.net
Luke Turri, Mission Group	lturri@missiongroup.ca

Ex-Officio

Councillor Charlie Hodge, City of Kelowna chodge@kelowna.ca

DKA Staff Contacts

<https://www.downtownkelowna.com/members-association/contact/>

200 – 287 Bernard Avenue
Kelowna, British Columbia V1Y 6N2
downtownkelowna.com

The Downtown Kelowna Association (DKA) is a registered not-for-profit society with a mission to ensure the Downtown Kelowna neighbourhood is a safe and desirable place to conduct business, live and work. The DKA officially became an entity in November 1989 funded through an improvement levy collected by the municipality from commercial properties in the area. The annual levy becomes the Association's base operating budget upon which the organization leverages additional funding from partners, including various levels of governments and corporate sponsors, to support programs and initiatives.



Downtown Kelowna

Business Improvement Area

2020 Budget



Bylaw No. 11645

- ▶ Council approved Bylaw No. 11645 on September 17, 2018
- ▶ Five year term of 2019 to 2023
- ▶ Class o5 light industry and o6 business/other

Budget

- ▶ Requesting \$1,067,297 for the second year

YEAR	Downtown Kelowna Business Improvement Area
2019	\$924,198
2020	\$1,067,297
2021	\$1,126,084
2022	\$1,137,572
2023	\$1,148,954

Levy

- ▶ Based on assessment values totaling approximately \$855 million for class 05 and 06
- ▶ A general levy of \$1.25 per thousand dollars of assessed value
 - ▶ For example: \$125 would be levied on property that is assessed at 100,000



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: March 16, 2020

To: Council

From: City Manager

Subject: Uptown Rutland Business Association 2020 Budget

Department: Financial Services

Recommendation:

THAT Council approve the Uptown Rutland Business Association 2020 Budget as attached to the report of the Revenue Supervisor dated March 16, 2020;

AND THAT Council approve the 2020 levy of \$189,706 on the Class 5 and Class 6 properties located within the boundaries of the Uptown Rutland Business Improvement Area.

Purpose:

To authorize the 2020 levy on Class 5 light industry and Class 6 business/other properties located within the Uptown Rutland Business Improvement Area.

Background:

On December 11, 2017 Council approved the Uptown Rutland Business Improvement Area Bylaw No. 11504. Bylaw No. 11504 established the local area (Schedule A) for the purpose of annually funding the activity of the Uptown Rutland Business Association for a period of 5 years, 2018 to 2022. Council may approve the Uptown Rutland Business Association's annual budget request to a maximum amount of \$204,172 per annum in order for the City to tax the affected properties within the improvement area boundary.

Discussion:

Attached is a copy of the 2019 Financial Statements as compiled by BDO Canada LLP, the Uptown Rutland Business Association's 2020 Budget, which includes the 2020 levy of \$189,706, and a list of the proposed Board of Directors for 2020 (Schedule B).

City of Kelowna staff have not participated in or assisted the Uptown Rutland Business Association in preparation of their annual budget.

A representative from the Uptown Rutland Business Association will be present at the Council meeting to answer any questions

Conclusion:

It is recommended that Council approve the 2020 budget \$189,706 as set out in Schedule B to be levied on the Class 5 and 6 properties included on Schedule A.

Legal/Statutory Authority:

Council may, by bylaw, grant money to a corporation or other organization that has, as one of its aims, functions or purposes, the planning and implementation of a business promotion scheme, with the establishment of a Business Improvement Area in accordance with Division 5 Section 215 of the Community Charter.

Uptown Rutland Business Improvement Area Bylaw No. 11504

Legal/Statutory Procedural Requirements:

Council may, by bylaw, impose a parcel tax in accordance with Division 4 Section 200 of the Community Charter to provide all or part of the funding for a service.

Considerations not applicable to this report:

Existing Policy:

Financial/Budgetary Considerations:

Internal Circulation:

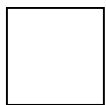
External Agency/Public Comments:

Communications Comments:

Submitted by:

Angie Schumacher, Revenue Supervisor

Approved for inclusion:



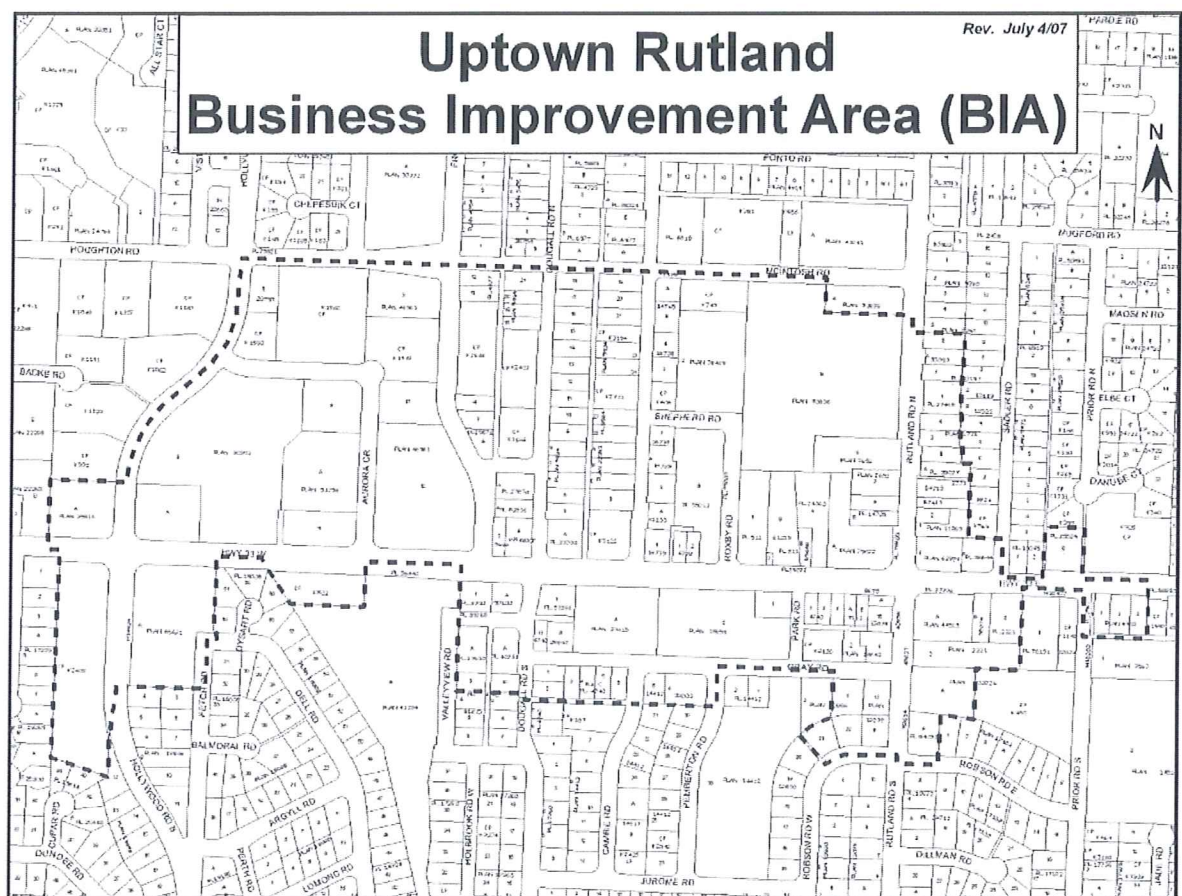
Genelle Davidson, Divisional Director, Financial Services

Attachments:

Schedule A – Uptown Rutland Business Improvement Area Map

Schedule B – Uptown Rutland Business Association Financials

Schedule A – Map



**Uptown Rutland Business
Association
Financial Statements
For the Year Ended December 31, 2019
(Unaudited - see Notice to Reader)**

Uptown Rutland Business Association
Financial Statements
For the Year Ended December 31, 2019
(Unaudited - see Notice to Reader)

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Statement of Financial Position	2
Statement of Operations and Changes in Net Assets	3



Tel: 250 763 6700
Fax: 250 763 4457
Toll-free: 1 800 928 3307
www.bdo.ca

BDO Canada LLP
1631 Dickson Avenue, Suite 400
Kelowna, BC, V1Y 0B5

Notice to Reader

On the basis of information provided by management, we have compiled the statement of financial position of Uptown Rutland Business Association as at December 31, 2019 and the statement of operations and changes in net assets for the year then ended.

We have not performed an audit or a review engagement in respect of these financial statements and, accordingly, we express no assurance thereon.

Readers are cautioned that these statements may not be appropriate for their purposes.

BDO Canada LLP

Chartered Professional Accountants

Kelowna, British Columbia
February 5, 2020

**Uptown Rutland Business Association
Statement of Financial Position
(Unaudited - see Notice to Reader)**

December 31	2019	2018
Assets		
Current		
Cash	\$ 59,100	\$ 66,256
Accounts receivable	1,575	1,575
Prepays and deposits	2,396	2,396
	<u>63,071</u>	<u>70,227</u>
Equipment	22,747	27,745
Intangible assets	7,066	8,636
	<u>\$ 92,884</u>	<u>\$ 106,608</u>

Liabilities and Net Assets

Current		
Accounts payable and accrued liabilities	\$ 6,119	\$ 7,887
Net Assets	<u>86,765</u>	<u>98,721</u>
	<u>\$ 92,884</u>	<u>\$ 106,608</u>

On behalf of the Board:

_____ Director

_____ Director

Uptown Rutland Business Association
Statement of Operations and Changes in Net Assets
(Unaudited - see Notice to Reader)

For the year ended December 31	2019	2018
Revenue		
Municipal tax levy	\$ 185,079	\$ 180,559
Special events and sponsorships	49,085	26,415
	<u>234,164</u>	<u>206,974</u>
Operating expenses		
Advertising and promotion	32,719	29,964
Amortization on equipment	5,725	3,818
Amortization on intangible assets	1,570	1,570
Beautification/Streetscape	64,031	-
Insurance	1,993	1,860
Interest and bank charges	111	89
Office	6,014	7,723
Professional fees	6,421	6,518
Rental	12,512	12,487
Repairs and maintenance	640	355
Salaries and wages	88,513	91,109
Special events	17,630	20,137
Telephone	4,076	4,394
Training	3,226	4,976
Travel	1,898	1,850
	<u>247,079</u>	<u>186,850</u>
Excess of revenues over expenses before other income	(12,915)	20,124
Other income		
Interest income	42	46
Proceeds on insurance claims	917	-
	<u>(11,956)</u>	<u>20,170</u>
Excess of revenues over expenses	(11,956)	20,170
Net assets, beginning of the year	98,721	78,551
Net assets, end of the year	<u>\$ 86,765</u>	<u>\$ 98,721</u>



UPTOWN RUTLAND BUSINESS IMPROVEMENT ASSOCIATION		
BUDGET 2020		
REVENUE	2020 BUDGET	2019 YEAR END
Membership Levy	\$ 189,706.00	\$ 185,079.00
Events & Promotions & Grants	\$ 68,150.00	\$ 49,085.00
TOTAL REVENUE	\$ 257,856.00	\$ 234,164.00
EXPENSES		
Administration & Office Expense	\$ 166,769.00	\$ 132,699.00
Beautification/Screeescape	\$ 15,500.00	\$ 64,031.00
Community Safety	\$ -	\$ -
Events Promotions	\$ 34,504.00	\$ 35,149.00
Marketing	\$ 12,000.00	\$ 15,200.00
TOTAL EXPENSES	\$ 228,773.00	\$ 247,079.00
	\$ 29,083.00	-\$ 12,915.00



Board of Directors for 2020

Name		Business
Jamie Needham	Director	Interior Savings Credit Union
Nick Aubin	Director	Aubin & Associates
Mark Beaulieu	Director	Flashpoint Tattoo Company
Chandan (Ruby) Dulay	Director	Centex Gas
Dallas Crick	Director	Century 21 Welcome Home
Jon Garratt	Director	Whisk Cake Co
Chris Gayford	Director	Cheeba Cheebas & Mary Janes Headquarters
Nancy Wells	Director	KGH Foundation/Rutland Hospital Thrift Shop
Corey Dixon	Director	Valleyview Funeral Home
June Forman	Director	MCC Thrift Store
Kevin MacDougall	Director (Appointed)	Community Policing RCMP
Don Rampone	Director (Appointed)	Kelowna Chamber of Commerce
Dawn Himer	Director (Appointed)	John Howard Society
Brad Sieben	Ex-Officio	City of Kelowna Councillor
Gail Given	Ex-Officio Alternate	City of Kelowna Councillor
Karen Beaubier	Executive Director	URBA



Uptown Rutland Business Improvement Area 2020 Budget



Bylaw No. 11504

- ▶ Council approved Bylaw No. 11504 on December 11, 2017
- ▶ Term of 2018 to 2022
- ▶ Class o5 light industry and o6 business/other

Budget

- ▶ Requesting \$189,706 for the third year

YEAR	Uptown Rutland Business Improvement Area (anticipated levy)
2018	\$180,564
2019	\$185,079
2020	\$189,706
2021	\$194,449
2022	\$204,172

Levy

- ▶ Based on assessment values totaling approximately \$191 million for class 05 and 06
- ▶ A general levy of \$0.99 per thousand dollars of assessed value
 - ▶ For example: \$99 would be levied on property that is assessed at 100,000



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: March 16, 2020
To: Council
From: City Manager
Subject: Transit 2019/2020 Amended Annual Operating Agreement
Department: Financial Services

Recommendation:

THAT Council approves Amendment #1 to the 2019/2020 Annual Operating Agreement for conventional and community transit as outlined in the report of the Revenue Supervisor dated March 16, 2020;

AND THAT Mayor and City Clerk be authorized to execute Amendment #1 to the 2019/2020 Annual Operating Agreement for transit.

Purpose:

To receive Council approval for Amendment #1 to the 2019/2020 Transit Annual Operating Agreement.

Background:

The Annual Operating Agreement (AOA) is submitted annually by BC Transit to the City of Kelowna and is effective for the period of April 1st to March 31st of the following year. The AOA is a summary of budgeted revenues and costs within the Kelowna Regional Transit System for BC Transit's fiscal year ending March 31st.

Each Local Government Partner within the Kelowna Regional Transit System submits the AOA to their respective Council for approval. The impacts of the 2019/2020 AOA were included in the City of Kelowna's 2019 Provisional Budget that Council approved in December 2018. However, changes to transit service throughout the year within the Kelowna Regional Transit System require an amendment to the original AOA.

Discussion:

The improved service and expansion initiatives for conventional and community transit were approved by council on August 13, 2018. The increase of 1,800 service hours of conventional transit was effective September 1, 2019. Appendix 1 outlines the changes in budgeted costs for conventional and community transit as a result of the amended AOA.

Conventional Transit

The amendment for Conventional transit includes a \$60,000 increase in ticket and farebox revenues and an increase in expenditures of \$430,321. The overall impact to the City of Kelowna for its share is an increase in revenues of \$49,440 and an increase in expenses of \$205,522 with a total net cost increase of \$156,082.

Community Transit

The amendment for Community Transit includes a \$51,267 increase in operating costs for community transit. BC Transit funds \$23,937 of the increase and the Local Governments pay for \$27,330 of the increase. The City of Kelowna's share is \$10,714.

Custom Transit

The Custom Transit business unit was unaffected in the amended agreement.

Conclusion:

The amendment was received at the City of Kelowna in January 2020 and the 2019 impacts were covered by the 2019 budget.

This is a request for the approval of an amendment to the 2019/2020 Annual Operating Agreement for conventional and community transit. The amendment reflects increased service hours and related operating costs for Conventional Transit and Community Transit.

Internal Circulation:

Manager, Integrated Transportation Department
Manager, Transit and Programs
Divisional Director, Financial Services
Divisional Director, Infrastructure

Considerations applicable to this report:**Legal/Statutory Authority:**

Annual Operating Agreement is required to authorize funding for payment of transit contractor.

Financial/Budgetary Considerations:

Existing budget provides for these Annual Operating requirements.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Financial/Budgetary Considerations:

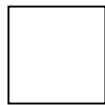
External Agency/Public Comments:

Communications Comments:

Submitted by:

Angie Schumacher, Revenue Supervisor

Approved for inclusion:



Genelle Davidson, Divisional Director, Financial Services

Appendix 1 - Amended Annual Operating Agreement

Effective September 1, 2019

CONVENTIONAL TRANSIT	2019/2020 AOA	2019/2020 Amended AOA	Variance	Percentage Change	Local Gov't Portion 53.31%	City of Kelowna Portion 82.40% of Local Gov't Portion
Revenue Farebox and ticket	\$7,098,608	\$7,158,608	\$60,000	0.90%	\$0	\$49,440
Expenditures						82.69% of Local Gov't Portion
Total Operating Costs	\$19,852,355	\$20,241,680	\$389,325		\$207,549	\$171,622
Total Lease Fees - Local Share	\$2,642,566	\$2,683,562	\$40,996		\$40,996	\$33,900
TOTAL COSTS	\$22,494,921	\$22,925,242	\$430,321	1.92%	\$248,545	\$205,522
TOTAL NET COSTS						\$156,082

COMMUNITY TRANSIT	2019/2020 AOA	2019/2020 Amended AOA	Total Difference	Percentage Change	Local Gov't Portion 53.31%	City of Kelowna Portion 39.20% of Local Gov't Portion
Expenditures						
Total Operating Costs	\$2,721,308	\$2,772,575	\$51,267		\$27,330	\$10,714
TOTAL COSTS	\$2,869,504	\$3,115,787	\$51,267	1.79%	\$27,330	\$10,714
Total Net Costs						\$166,796

**KELOWNA REGIONAL
ANNUAL OPERATING AGREEMENT**

between

THE CITY OF KELOWNA

and

BRITISH COLUMBIA TRANSIT

Amendment #1

Effective

September 1, 2019

**INFORMATION CONTAINED IN THIS AGREEMENT IS SUBJECT TO THE
FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT. CONSULT
WITH THE AUTHORITY PRIOR TO RELEASING INFORMATION TO INDIVIDUALS
OR COMPANIES OTHER THAN THOSE WHO ARE PARTY TO THIS AGREEMENT.**

ANNUAL OPERATING AGREEMENT

BETWEEN:

THE CITY OF KELOWNA

(the "Municipality")

AND:

BRITISH COLUMBIA TRANSIT

(the "Authority")

WHEREAS the Authority is authorized to contract for transit services for the purpose of providing and maintaining those services and facilities necessary for the establishment, maintenance and operation of a public passenger transportation system in the Transit Service Area;

WHEREAS the Municipality is authorized to enter into one or more agreements with the Authority for transit services in the Transit Service Area;

WHEREAS the parties hereto have entered into a Transit Service Agreement which sets out the general rights and responsibilities of the parties hereto;

WHEREAS the Municipality and the Authority are authorized to share in the costs for the provision of a Public Passenger Transportation System pursuant to the *British Columbia Transit Act*;

AND WHEREAS the parties hereto wish to enter into an Annual Operating Agreement which sets out, together with the Transit Service Agreement, the specific terms and conditions for the Public Passenger Transportation System for the upcoming term.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the premises and of the covenants hereinafter contained, the parties covenant and agree with each other as follows:

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SECTION 1: DEFINITIONS

Unless agreed otherwise in the Annual Operating Agreement, the definitions set out in the Transit Service Agreement shall apply to this Annual Operating Agreement including:

- a) "Annual Operating Agreement" shall mean this Annual Operating Agreement and any Annual Operating Agreement Amendments negotiated and entered into by the parties subsequent hereto;
- b) "Transit Service Agreement" shall mean the Transit Service Agreement between the parties to this Annual Operating Agreement, including any amendments made thereto;

SECTION 2: INCORPORATION OF SCHEDULES

All schedules to this agreement are incorporated into the agreement, and form part of the agreement.

SECTION 3: INCORPORATION OF TRANSIT SERVICE AGREEMENT

Upon execution, this Annual Operating Agreement shall be deemed integrated into the Transit Service Agreement and thereafter the Transit Service Agreement and Annual Operating Agreement shall be read together as a single integrated document and shall be deemed to be the Annual Operating Agreement for the purposes of the *British Columbia Transit Act*, as amended from time to time.

SECTION 4: TERM AND RENEWAL

- a) The parties agree that the effective date of this agreement is to be September 1, 2019, whether or not the agreements have been fully executed by the necessary parties. Once this agreement and the associated Transit Service Agreement are duly executed, this agreement will replace all provisions in the existing Transit Service Agreement and Master Operating Agreement with respect to the rights and obligations as between the Authority and the Municipality.
- b) Upon commencement in accordance with Section 4(a) of this agreement, the term of this agreement shall be to March 31, 2020 except as otherwise provided herein. It is acknowledged by the parties that in the event of termination or non-renewal of the Annual Operating Agreement, the Transit Service Agreement shall likewise be so terminated or not renewed, as the case may be.
- c) Either party may terminate this agreement as follows:
 - a. Cancellation by the Authority: In the event that the Authority decides to terminate this Agreement for any reason whatsoever, the Authority shall provide at least one hundred and eighty (180) days prior written notice. Such notice to be provided in accordance with Section 10.
 - b. Cancellation by the Municipality: In the event that the Municipality decides to terminate this Transit Service Agreement for any reason whatsoever, and by extension the Annual Operating Agreement, the Municipality shall provide at least one hundred and eighty (180) days prior written notice. Such notice to be provided in accordance with Section 10.

SECTION 5: FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

This Agreement and the parties hereto are subject to the provisions of the *Freedom Of Information And Protection Of Privacy Act* ("FOIPPA"). Any information developed in the performance of this Agreement, or any personal information obtained, collected, stored pursuant to this Agreement, including database information, shall be deemed confidential and subject to

the provisions of the FOIPPA including the handling, storage, access and security of such information. Confidential information shall not be disclosed to any third party except as expressly permitted by the Authority or pursuant to the requirements of the FOIPPA.

SECTION 6: SETTLEMENT OF DISPUTES

In the event of any dispute arising between or among the parties as to their respective rights and obligations under this Agreement, or in the event of a breach of this Agreement, the parties agree to use their best efforts to find resolution through a mediated settlement. However, in the event that mediation is not successful in finding a resolution satisfactory to all parties involved, any party shall be entitled to give to the other notice of such dispute and to request arbitration thereof; and the parties may, with respect to the particular matter then in dispute, agree to submit the same to a single arbitrator in accordance with the applicable statutes of the Province of British Columbia.

SECTION 7: MISCELLANEOUS PROVISIONS

- a) Amendment: This agreement may only be amended in writing signed by the Municipality and the Authority and specifying the effective date of the amendment.
- b) Assignment: This Agreement shall not be assignable without prior written consent of the parties.
- c) Enurement: This Agreement shall be binding upon and enure to the benefit of the parties hereto and their respective successors.
- d) Operating Reserve Fund: In accordance with OIC 594, in fiscal year 2015/16, BC Transit established a Reserve Fund to record, for each local government, the contributions that BC Transit has received but has not yet earned.
 - a. BC Transit will invoice and collect on monthly Municipal invoices based on budgeted Eligible Expenses.
 - b. Any expenditure of monies from the Reserve Fund will only be credited towards Eligible Expenses for the location for which it was collected.
 - c. Eligible Expenses are comprised of the following costs of providing Public Passenger Transportation Systems:
 - i. *For Conventional Transit Service:*
 1. the operating costs incurred in providing Conventional Transit Service excluding interest and amortization;
 2. the amount of any operating lease costs incurred by BC Transit for Conventional Transit Services;
 3. the amount of the municipal administration charge not exceeding 2% of the direct operating costs payable under an Annual Operating Agreement;
 4. an amount of the annual operating costs of BC Transit not exceeding 8% of the direct operating costs payable under an Annual Operating Agreement;
 - ii. *For Custom Transit Service:*
 1. the operating costs incurred in providing Custom Transit Service excluding interest and amortization, but including the amount paid by BC Transit to redeem taxi saver coupons issued under the Taxi Saver Program after deducting from that amount the amount realized from the sale of those coupons;
 2. the amount of any operating lease costs incurred by BC Transit for Custom Transit Service;

3. the amount of the municipal administration charge not exceeding 2% of the direct operating costs payable under an Annual Operating Agreement; and,
 4. an amount of the annual operating costs of BC Transit not exceeding 8% of the direct operating costs payable under an Annual Operating Agreement;
- d. Eligible Expenses exclude the costs of providing third-party 100%-funded services; and,
 - e. BC Transit will provide an annual statement of account of the reserves received and utilized, including any interest earned for each local government.
- e) The parties agree that this agreement is in substantial compliance with all relevant legislative requirements to establish the rights and obligations of the parties as set out in the *British Columbia Transit Act*.

SECTION 8: GOVERNING LAW

This Agreement is governed by and shall be construed in accordance with the laws of the Province of British Columbia, with respect to those matters within provincial jurisdiction, and in accordance with the laws of Canada with respect to those matters within the jurisdiction of the government of Canada.

SECTION 9: COUNTERPARTS

This contract and any amendment hereto may be executed in counterparts, each of which shall be deemed to be an original and all of which shall be considered to be one and the same contract. A signed facsimile or pdf copy of this contract, or any amendment, shall be effective and valid proof of execution and delivery.

SECTION 10: NOTICES AND COMMUNICATIONS

All notices, claims and communications required or permitted to be given hereunder shall be in writing and shall be sufficiently given if personally delivered to a designated officer of the parties hereto to whom it is addressed or if mailed by prepaid registered mail to the Authority at:

BRITISH COLUMBIA TRANSIT

c/o President & CEO
P.O. Box 610
520 Gorge Road East
Victoria, British Columbia V8W 2P3

and to the Municipality at:

THE CITY OF KELOWNA

c/o Transit and Programs Manager
1435 Water Street
Kelowna, BC V1Y 1J4

and, if so mailed, shall be deemed to have been received five (5) days following the date of such mailing.

IN WITNESS WHEREOF, the parties have hereunto set their hand this ____ day of _____, 2019.

THE CITY OF KELOWNA

BRITISH COLUMBIA TRANSIT

MIKE DAVIS – INTERIM VICE PRESIDENT,
OPERATIONS and CHIEF OPERATING OFFICER

ERINN PINKERTON – PRESIDENT and CHIEF
EXECUTIVE OFFICER

SCHEDULE "A": TARIFF AND FARES**Conventional Transit Fares:***Effective as of
Sept. 1, 2015*

- | | |
|--|----------|
| a) Single Cash Fares: | |
| i) Adult/College Student | \$2.50 |
| ii) Senior | \$2.50 |
| iii) Student | \$2.50 |
| iv) Child 4 or under - Free when accompanied by an adult. | |
| v) Accessible Transit Attendant - Free | |
| b) Tickets (sheet of 10): | |
| i) Adult/College Student | \$22.25 |
| ii) Senior/Student* | \$20.25 |
| c) One Day Pass: | |
| i) Adult/College Student | \$ 6.50 |
| ii) Senior | \$ 6.50 |
| iii) Student | \$ 6.50 |
| d) Monthly Pass: | |
| i) Adult | \$70.00 |
| ii) Senior* | \$45.00 |
| iii) Student* | \$45.00 |
| iv) College Student** | \$55.00 |
| v) College Semester Pass** | \$176.00 |
| e) U-Pass per semester | \$63.00 |
| f) Transfers: allow for unlimited travel for up to 90 minutes from the time of issue. | |
| g) BC Bus Pass valid for the current calendar year and available through the Government of British Columbia BC Bus Pass Program. | |
| h) CNIB Identification Card available from the local office of the CNIB. | |
| i) BC Transit Employee Bus Pass. | |
| * Reduced fare with valid ID for seniors aged 65 and over, and students in full-time attendance to grade 12. | |
| ** Reduced fare for full-time registered college students available only at Okanagan College and Sprott-Shaw Community College. | |

Custom Transit Fares:**Fares:***Effective as of September 1, 2015*

One-way trip

Registered User	\$ 2.50
Tickets (5)	\$12.50
Companion	\$ 2.50
Monthly Pass	\$75.00
Attendant accompanying registered user	no charge

Note: Visitors may register for temporary handyDART service. Proof of registration in another jurisdiction or proof of eligibility is required.

SCHEDULE "B": SERVICE SPECIFICATIONS

Kelowna Conventional Transit Service:

Effective September 1, 2019:

The Local Transit Service Area for Kelowna Conventional transit service shall be: shall be the municipal boundaries of the Corporation of the City of Kelowna in effect September 25, 1980, the corporate boundaries of the District of West Kelowna, the District of Peachland of the Regional District of Central Okanagan, the corporate boundaries of the District of Lake Country, and Central Okanagan West Electoral Area IR# 9 and IR# 10 and a portion Central Okanagan East Electoral Area (Ellison) only.

The Annual Service Level for the City of Kelowna's share of the Kelowna Conventional transit service shall be **141,000** Revenue Service Hours.

The Exception Days recognized annually for the Kelowna Conventional transit service are:

Exception Days	Service Level
Good Friday	Sunday
Easter Monday	Monday
Victoria Day	Sunday
Canada Day	Saturday
BC Day	Sunday
Labour Day	Sunday
Thanksgiving Day	Sunday
Remembrance Day	Sunday
Christmas Day	Sunday
Boxing Day	Saturday
New Years Day	Sunday
Family Day	Sunday

Kelowna Community Transit Service:

Effective September 1, 2019:

The Local Transit Service Area for Kelowna Community transit service shall be: shall be the municipal boundaries of the Corporation of the City of Kelowna in effect September 25, 1980, the corporate boundaries of the District of West Kelowna, the District of Peachland of the Regional District of Central Okanagan, the corporate boundaries of the District of Lake Country, and Central Okanagan West Electoral Area IR# 9 and IR# 10 and a portion Central Okanagan East Electoral Area (Ellison) only.

The Annual Service Level for the City of Kelowna's share of the Kelowna Community transit service shall be 13,000 Revenue Service Hours.

The Exception Days recognized annually for the Kelowna Community transit service are:

Exception Days	Service Level
Good Friday	Sunday
Easter Monday	Monday
Victoria Day	Sunday
Canada Day	Saturday
BC Day	Sunday
Labour Day	Sunday
Thanksgiving Day	Sunday
Remembrance Day	Sunday
Christmas Day	Sunday
Boxing Day	Saturday
New Years Day	Sunday
Family Day	Sunday

Kelowna Custom Transit Service:

Effective April 1, 2018:

The Local Transit Service Area for Kelowna Custom transit service shall be:

The boundaries of the Kelowna Custom (handyDART) Transit Service Area shall be the municipal boundaries of the Corporation of the City of Kelowna, the corporate boundaries of the City of West Kelowna, and the corporate boundaries of the District of Lake Country.

The Annual Service Level for the Kelowna Custom transit service shall be **38,100** Revenue Service Hours.

The Exception Days recognized annually for the Kelowna Custom transit service are:

Exception Days	Service Level
Good Friday	No Service
Easter Monday	No Service
Victoria Day	No Service
Canada Day	No Service
BC Day	No Service
Labour Day	No Service
Thanksgiving Day	No Service
Remembrance Day	No Service
Christmas Day	No Service
Boxing Day	No Service
New Years Day	No Service
Family Day	No Service

SCHEDULE “C”: BUDGET**Kelowna Conventional Transit Service:****KELOWNA/CENTRAL OKANAGAN CONVENTIONAL**

	OFFICIAL AOA AMENDMENT #1 2019/20	CITY OF KELOWNA	CITY OF WEST KELOWNA	WESTBANK FIRST NATION	DISTRICT OF LAKE COUNTRY	CORD / ELLISON
TOTAL REVENUE	\$7,158,608	\$7,158,608	\$0	\$0	\$0	\$0
TOTAL OPERATING COSTS	\$20,241,680	\$16,747,605	\$1,887,753	\$451,358	\$1,123,148	\$31,816
TOTAL COSTS (including Local Government Share of Lease Fees)	\$22,925,242	\$18,966,714	\$2,136,947	\$510,897	\$1,274,579	\$36,105
NET LOCAL GOVERNMENT SHARE OF COSTS	\$5,671,411	\$3,454,989	\$1,197,531	\$284,870	\$713,624	\$20,397

REVENUE SHARE	100.00%	0.00%	0.00%	0.00%	0.00%
COST SHARE (Not including BRT)	82.69%	9.29%	2.22%	5.64%	0.16%
BRT SHARE	67.15%	26.34%	6.51%	0.00%	0.00%
IEA SHARE	100.00%	0.00%	0.00%	0.00%	0.00%
RESERVE SHARE	82.94%	8.72%	2.53%	5.70%	0.11%

Kelowna Community Transit Service:**KELOWNA COMMUNITY BUS CONVENTIONAL**

	OFFICIAL AOA AMENDMENT #1 2019/20	CITY OF KELOWNA	DISTRICT OF WEST KELOWNA	WESTBANK FIRST NATION	DISTRICT OF PEACHLAND	DISTRICT OF LAKE COUNTRY
TOTAL REVENUE	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL OPERATING COSTS	\$2,772,575	\$1,088,514	\$971,561	\$431,503	\$114,414	\$166,582
TOTAL COSTS (including Local Government Share of Lease Fees)	\$3,125,953	\$1,227,250	\$1,095,391	\$486,500	\$128,997	\$187,814
NET LOCAL GOVERNMENT SHARE OF COSTS	\$1,746,658	\$684,895	\$612,868	\$272,530	\$71,517	\$104,848

COST SHARE	39.26%	35.04%	15.56%	4.13%	6.01%
RESERVE SHARE	40.66%	33.70%	14.41%	5.06%	6.17%

Kelowna Custom Transit Service:**KELOWNA CUSTOM**

	BASE BUDGET 2019/ 20
TOTAL REVENUE	\$233,000
TOTAL OPERATING COSTS	\$3,469,682
TOTAL COSTS (including Local Government Share of Lease Fees)	\$3,692,256
NET LOCAL GOVERNMENT SHARE OF COSTS	\$1,059,911



Transit 2019/2020 Amended Annual Operating Agreement



Transit 2019/2020 Amended Annual Operating Agreement

- ▶ Annual Operating Agreement (AOA) is a summary of budgeted revenues and costs
- ▶ Effective April 1st to March 31st
- ▶ 2019/2020 AOA was approved by Council in September 2019
- ▶ Changes to transit service require an amendment to the 2019/2020 AOA

Transit 2019/2020 Amended Annual Operating Agreement

- ▶ The amendment reflects proposed expansion initiatives:
 - ▶ Improvement to core network (Conventional: 1,300 hours)
 - ▶ Improved connections to Rutland Town Centre (Community: 500 hours)
 - ▶ Effective September 2019
 - ▶ Approved by council August 2018 through the Transit Improvement Program (TIPS) 3-year Memorandum of Understanding (MOU)

Appendix 1 - Amended Annual Operating Agreement

Effective September 1, 2019

CONVENTIONAL TRANSIT	2019/2020 AOA	2019/2020 Amended AOA	Variance	Percentage Change	Local Gov't Portion 53.31%	City of Kelowna Portion 82.40% of Local Gov't Portion
Revenue Farebox and ticket	\$7,098,608	\$7,158,608	\$60,000	0.90%	\$0	\$49,440
Expenditures						82.69% of Local Gov't Portion
Total Operating Costs	\$19,852,355	\$20,241,680	\$389,325		\$207,549	\$171,622
Total Lease Fees - Local Share	\$2,642,566	\$2,683,562	\$40,996		\$40,996	\$33,900
TOTAL COSTS	\$22,494,921	\$22,925,242	\$430,321	1.92%	\$248,545	\$205,522
TOTAL NET COSTS						\$156,082

COMMUNITY TRANSIT	2019/2020 AOA	2019/2020 Amended AOA	Total Difference	Percentage Change	Local Gov't Portion 53.31%	City of Kelowna Portion 39.20% of Local Gov't Portion
Expenditures						
Total Operating Costs	\$2,721,308	\$2,772,575	\$51,267		\$27,330	\$10,714
TOTAL COSTS	\$2,869,504	\$3,115,787	\$51,267	1.79%	\$27,330	\$10,714
Total Net Costs						\$166,796

Transit 2019/2020 Amended Annual Operating Agreement

- ▶ 2019 portion of cost impacts were included in the 2019 budget



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: March 16, 2020

To: Council

From: City Manager

Subject: Application for an Infrastructure ICIP Grant – Kelowna Septic System Elimination and Sewer Connection Project

Department Infrastructure Engineering

Recommendation:

THAT Council receives, for information, the report from the Utilities Planning Manager dated March 16, 2020, with respect to an application for an Investing in Canada Infrastructure Program (ICIP) Grant - Kelowna Septic System Elimination and Sewer Connection Project;

AND THAT Council authorizes staff to apply for an ICIP Grant - Kelowna Septic System Elimination and Sewer Connection Project in the amount of \$12.44M, as outlined in this report;

AND THAT Council authorizes the Mayor and City Clerk to execute the Kelowna Septic System Elimination and Sewer Connection Grant and provide overall grant management, if the application is successful;

AND FURTHER THAT the 2020 Financial Plan be amended to include the grant and supporting reserve funding, if the application is successful.

Purpose:

To consider staff's recommendation to apply for the second program intake of the Investing in Canada Infrastructure Program - Green Infrastructure Environmental Quality Program.

Background:

Aging septic fields are a continued risk to the quality of water in the Okanagan, and their removal has long been a goal for the City and communities throughout the Okanagan basin. There are approximately 2,000 properties that remain on septic service that have the potential to be connected to the City Wastewater Utility. The City maintains an aggressive policy through its Subdivision and Servicing Bylaw 7900 and Sanitary Service Connection Area Bylaw 11540 to reduce reliance on septic fields. The policies have been effective on new development, however existing properties on septic have been slow to connect due to high costs and because some systems remain operational. Residents often comment that the cost of connecting to the wastewater system is not affordable without grant funding support.

For this grant application, the City of Kelowna is adopting a slightly different approach to previous funding requests. The proposed project will ultimately replace 800 aging septic fields and connect these properties to the wastewater utility at fair and equitable cost. The funding for the City component leverages secured funding in existing individual Sewer Connection Area reserves (approximately \$4.58M) to eliminate septic system use in the North Rutland, Rialto, St. Amand and small components of the Okaview area. The targeted areas have septic systems that were installed between 30 to 65 years ago. We estimate that most are near the end of their service life.

The application also includes a funding request for a new sewer crossing of Mission Creek on KLO Road. This project element will be a key component moving forward to route sanitary from the Hall Road area in the future. The City will then look at future applications to address the full Hall Road sewer collection area.

The City is applying for a \$12.44M grant from the Investing in Canada Infrastructure Program (ICIP) – Green Infrastructure – Environmental Quality Sub-Stream. This represents a 73% grant for a project anticipated to cost \$17M. Customers will be required to pay fees according to the Sewer Connection Area Bylaw 11540 to connect. No Local Area Service processes will be initiated as part of this project. As part of the application process, a Council resolution is required indicating support for the current proposed activities and willingness to provide overall grant management.

Internal Circulation:

Community Planning Department Manager
Divisional Director, Corporate Strategic Services
Divisional Director, Infrastructure
Budget Supervisor
Grants & Special Projects Manager
Infrastructure Engineering Manager
Transportation Engineering Manager
Utility Services Manager

Financial/Budgetary Considerations:

- The City is requesting a \$12.4M grant from the Investing in Canada Infrastructure Program (ICIP) – Green Infrastructure – Environmental Quality Sub-Stream - Sanitary Sewer Connection Area Water Quality Enhancement Project;
- Sewer Construction Funding will be provided from select Sewer Connection Reserves;
- Wastewater Utility funding was approved for the KLO Bridge Crossing in 2020 Provisional Budget.

Considerations not applicable to this report:

Existing Policy:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Personnel Implications:

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

Submitted by:

Rod MacLean, P. Eng.
Utilities Planning Manager

Approved for inclusion:



A. Newcombe, Infrastructure Divisional Director

cc: Deputy City Manager
Divisional Director, Community Planning & Strategic Investments
Divisional Director, Corporate Strategic Services
Divisional Director, Corporate Strategic Services
Divisional Director, Financial Services
Divisional Director, Infrastructure
Divisional Director, Partnership & Investments
Divisional Director, Planning & Development Services
Infrastructure Operations Department Manager

Report to Council



Date: March 16, 2020
To: Council
From: City Manager
Subject: 4370 June Springs Road - Water Service
Department: Infrastructure Engineering

Recommendation:

THAT Council receives, for information, the report from the Utility Planning Manager dated March 16, 2020, regarding water servicing to Block A of the South East $\frac{1}{4}$ of Section 34 Township 29 ODYD on June Springs Road;

AND THAT Council direct staff to forward to the RDCO a letter requesting consent from them to allow the City to supply water to Block A of the South East $\frac{1}{4}$ of Section 34 Township 29 ODYD on June Springs Road from the South East Kelowna Water Local Area Service;

AND THAT upon receiving consent, the City of Kelowna will establish an agreement describing basic terms of service provided to this property and a process for terminating provision of the water service, if necessary;

AND FURTHER THAT the Utility Services Manager be authorized to execute all documents necessary, in order to complete this transaction.

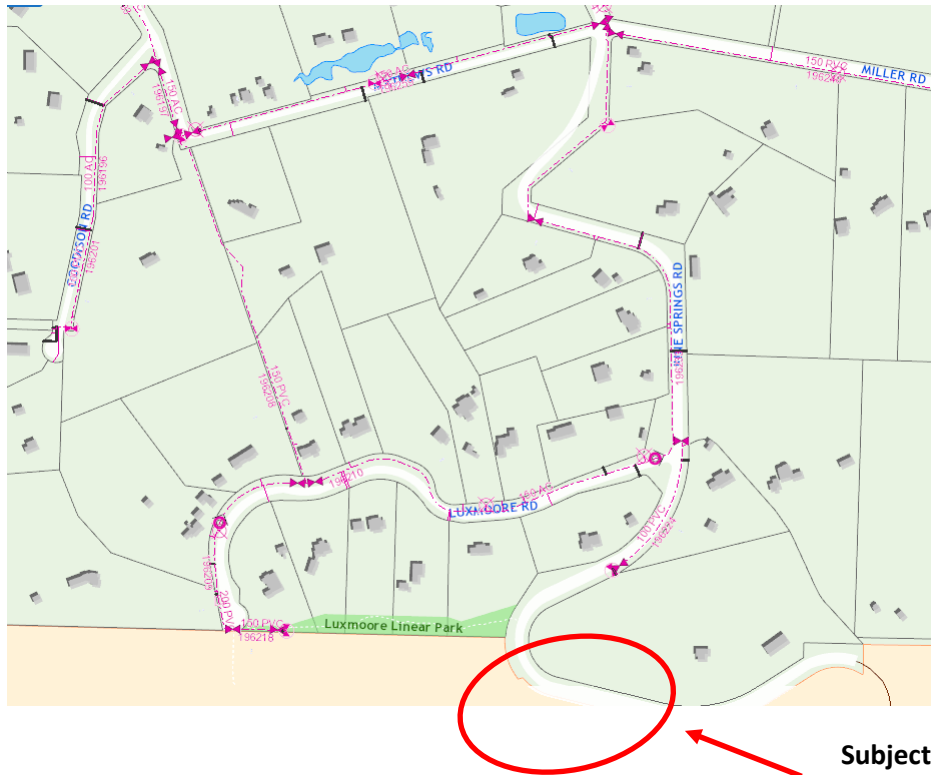
Purpose:

To request a resolution granting consent from the RDCO to supply water to 4370 June Springs Road from the South East Kelowna Water Local Area Service.

Background:

The City continues to finalize and commission the installation of a separate potable water supply to users in South East Kelowna. Prior to conversion to the City, the South East Kelowna Irrigation District (SEKID) provided water service to the subject property. This property falls outside the City of Kelowna boundary in the Regional District of Central Okanagan, and its residents have been supplied irrigation water in addition to their well supplying domestic water.

This property is within the SEKID boundary defined by the Letters Patent dated November 2, 1920. However today, as it is outside the City boundary, the property cannot participate directly in the South East Kelowna Water Local Area Service process required for funding the larger project. Priority for servicing this property lies with the RDCO (should that be their preference).



**Subject Property -4370
June Springs Rd**

The property owner has directly expressed interest to connect to the City potable water system, participate in the costs of the new domestic service and pay all city associated rates in regard to water service. Staff have also consulted with Regional District staff, who have indicated support for the City of Kelowna to provide water service to this lot.

Staff propose a simple Memorandum of Understanding with the RDCO where the City will provide the subject property water under direct agreement between the City of Kelowna and the "customer" (property owner). The agreement will include:

- The City will supply, operate and maintain both the domestic and agricultural supply, and offer the services for a period identified in the agreement.
- The City will require full parcel funding consistent with the South East Kelowna Water Local Service Area amount up front from the property owner. The services will be provided to the property line.
- Potable and irrigation water shall be supplied at City rates. A mechanism in the agreement will need to address any delinquent account issues to RDCO taxes.

As a condition of the water service, the property owner would be required to meet the conditions of Well Regulation Bylaw 11770, connect to the City water utility and continue to receive irrigation water.

Internal Circulation:

Deputy City Clerk
Community Communications Manager
Infrastructure Delivery Department Manager
Infrastructure Engineering Manager
Infrastructure Operations Department Manager
Legislative Coordinator
Project Manager - Water Integration Project

Legal/Statutory Authority:

Community Charter
Section 13 (1), (2) & (3) Services outside municipality

Considerations not applicable to this report:

Alternate Recommendation
Communications Comments
Existing Policy
Financial/Budgetary Considerations
Legal/Statutory Procedural Requirements
Personnel Implication

Submitted by:

Rod MacLean, P.Eng.,
Utility Planning Manager

Approved for inclusion:



A. Newcombe, Divisional Director, Infrastructure

cc: Deputy City Manager
Divisional Director, Corporate Strategic Services
Divisional Director, Financial Services
Divisional Director, Infrastructure
City Clerk
Community Communications Manager
Infrastructure Delivery Department Manager
Infrastructure Operations Department Manager
Senior Project Manager - Water Integration Project

CITY OF KELOWNA

BYLAW NO. 12000

A Bylaw to Rename a Section of Saucier Road to Stewart Road West

WHEREAS the Municipal Council of the City of Kelowna deems it desirable for a section of Saucier Road to be renamed Stewart Road West;

NOW THEREFORE the Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT the name of Saucier Road be changed to Stewart Road West as outlined in Map "A" attached to and forming part of this bylaw;
2. This bylaw may be cited for all purposes as the "Renaming of Section of Saucier Road to Stewart Road West Name Change Bylaw No. 12000".

Read a first, second and third time by the Municipal Council this 9th day of March, 2020.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Map "A"

